TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

December 3, 2009

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: November 25, 2009

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – December 3, 2009

Herewith is the TBPOC Meeting Materials Packet for the December 3rd meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

Final Agenda

TBPOC MEETING
December 3, 2009, 1:00 pm – 4:00 pm
Director's Conference Room, 1120 N Street, Sacramento

TBPOC - PMT pre-briefing, 1:00 pm – 2:00 pm
TBPOC meeting, 2:00 pm – 4:00 pm

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	S. Heminger, BATA	5 min	Information
2.	**TBPOC/ ABF Discussion** a. SAS Mitigation and Acceleration Update* 1) Change Orders 108, S1 & 123, S1 - Update*	 PMT T. Anziano, CT	 60 min 10 min	 Information Information
3.	**CONSENT CALENDAR** a. TBPOC Meeting/Conference Call Minutes: 1) September 18, 2009 Conference Call Minutes* 2) October 16, 2009 Meeting Minutes* 3) October 28, 2009 Conference Call Minutes* 4) November 5, 2009 Meeting Minutes* 5) November 13, 2009 Conference Call Minutes* 6) November 17, 2009 Conference Call Minutes* b. TBPOC 2010 Revised Meeting Calendar c. FHWA 2009 Annual Update to the Financial Plan* d. Contract Change Orders (CCOs): 1) YBID CCO 119-S2 (SWPPP, $850,000)*	 A. Fremier, BATA A. Fremier, BATA P. Lee, BATA D. Noel, CTC	 3 min 1 min 2 min 1 min	 Approval Approval Approval Approval
4.	**PROGRESS REPORTS** a. Draft Monthly Progress Report November 2009 **	A. Fremier, BATA	3 min	Approval
5.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES** a. Yerba Buena Island Detour 1) Update 2) S-Curve Update b. Yerba Buena Island Transition Structures No. 1 1) Update c. Oakland Touchdown No. 1 1) Update	 T. Anziano, CT T. Anziano, CT T. Anziano, CT T. Anziano, CT	 5 min 10 min 5 min 5 min	 Information Information Information Information
6.	**EYEBAR REPAIR UPDATE**	B. Maroney, CT	10 min	Information
7.	**OTHER BUSINESS**			
	Next TBPOC Meeting: January 7, 2009, 1:00 PM – 4:00 PM **Mission Bay Office, 325 Burma Road, Oakland, CA**			

*Attachments
**Stand-alone document included in the binder

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Table of Contents

TBPOC MEETING
December 3, 2009

*Attachments
**Stand-alone document included in the binder

ITEM 2: TBPOC/ ABF DISCUSSION

a. SAS Mitigation and Acceleration Update

Attachment: Draft Rev 1 – SAS Project Schedule Mitigation Workplan

DRAFT Rev 1- SAS Project Schedule Mitigation Workplan

November 23- 2009

Baseline
Contract
ABF September
Team Proposed Mitigation
Critical

2009 | 2010 | 2011 | 2012 | 2013 | 2014

J F M A M J J A S O N D 1 2 3 4 5 6 7 8 9 10 11 12

SAS ABF October 2009 Schedule

1	Phase 1 Area Available for YBI
2	Phase 2- Ready to Open WB Lanes
3	Phase 3- Ready to Open EB Lanes

10/29
Original Date: Mar 2012
8/14/13
4/27
Original Date: Sep 2012
WB Ready to Open
4/30/14
10/24
Mar 2013
9/9/14
Original
Contract
Oct Update

Team Proposed Mitigation Schedule Rev. 1

4	Lift 13 & 14 Shop Drawings Approved
5	Lift 13 Shop Drawings Translation
6	Lift 13 Fabrication
7	Lift 14 Shop Drawings Translation
8	Lift 14 Fabrication
9	Lift 13 & 14 Shipment & offloading
10	Lift 12,13,14 Erection
11	OBG Voyage 1 Shipment & Off Loading
12	OBG Erection Lift 1 thru 11
13	T1 Tower Shipment & Off Loading
14	Tower Erection / Install Saddle
15	Erect Catwalk and Tramway
16	Cable thru Load Transfer
17	Phase 1 Complete- Provide Access to YBI
18	Bearings, Shear Key, Hinge A, Seismic Jts
19	Complete Suspenders & Post Load Transfer
20	Final Suspender Adjustment
21	Open WB Traffic
22	MEP
23	Open EB Traffic

13E 14W
1A
If Shop Drawing Completion Lift -13E: Jan 25, 2010
13W: Feb 15, 2010
2
9 Months
2
9 Months
2
5 Months
1B
If Shop Drawing Completion Lift - 14E: Mar 1, 2010
14W: Mar 1, 2010
3
ZPMC Commitment is 12 Months
12 Months
If Tower Shipment Projection is in April.
2
Early Catwalk Installation
2
9 Months
2
6 Months
1
Opportunity - Early Catwalk installation & Cable Erection
4
Area To YBI Contract (Phase 1)
Sep-2012
Ready for WB
Mar- 2013
Ready for EB Opening
Sep 2013
WB Ready to Open 5 Months later than the Original Contract date
Note: ABF buy-in to the acceleration opportunities is required.

YBI 1 Contract

YBI 1 Contract
12/15/2009 Bid Opening
1st Working Day
9/1/2010 Area PRA Available
12/13/2010 Area PR Available
10/31/2012 SAS Contract Area Available
Area FP
Apr-2013 Ready for WB
Oct-2013 Ready for EB
Dec-2013 Project Completion

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 2a1
TBPOC/ ABF Discussion
Item- SAS Mitigation and Acceleration Update
Contract Change Orders (CCOs) 108, S1 & 123, S1 - Update

Recommendation:
Fro Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The above-referenced change orders were presented to the TBPOC during the November 17, 2009 Conference Call. Both Contract Change Order 108, S1 (Fabrication Impacts) and Contract Change Order 123, S1 (Shop Drawings, OBG Lifts 12 thru 14) were approved at the teleconference. The contractor has approved the language in these change orders. The Department is currently processing them.

Attachment(s):
1. CCO 108, S1
2. Appendix A to CCO-108s1
3. Appendix A to CCO-108s1
4. CCO 123, S1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER

Final DRAFT
CCO108S1 POC 11-20-09
(FINAL).doc

CCO: 108 Suppl. No. 1 Contract No. 04 – 0120F4 Roa

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or do the
for this contract. ***NOTE: This change order is not effective until approve***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

1. Modification of CCO 108S0 Provisions – "Item 1 – Department Participation in SCO No. 24"

Item No. 1, "Department's participation in Contractor's SCO No. 24 as indicated herein, up to $13,000,000," of the first paragraph of CCO 108S0, in addition to the first, second, and third paragraphs of CCO 108S0 "Item 1 – Department Participation in SCO No. 24," are hereby deleted in their entirety and replaced with the following:

The Department compensated the Contractor $750,000, plus applicable taxes and duties, as the Department's equal share of a $1,500,000 down-payment made to Steel Fabricator ZPMC pursuant to Contractor SCO No. 24.

For each and every day that Shipment 3 (Tower Lift 1) departs the ZPMC fabrication facility before April 17, 2010, the Contractor will receive an incentive payment of $300,000 per day. The total incentive payment shall not exceed $12,250,000.

For each and every day the that Shipment 1 (OBG Lift 1 through 4) departs the ZPMC fabrication facility after December 31, 2009, the Contractor shall pay to the State of California the sum of $300,000 per day as a disincentive payment. The total disincentive payment shall not exceed $10 million.

If, after execution of CCO 108S1, the Department delays fabrication of OBG Lift 1 through 4 or Tower Lift 1, the trigger dates for the incentive and disincentive payments referred to above will be extended to the extent of such delays.

2. Adjustment of Contract Time:

In accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications, this supplemental change order provides an additional time extension of 77 working days, extending Project Completion to October 24, 2013. This change order resolves all RFI delays, submittal delays, and delays resulting from the Contract Change Orders (CCO's), as known as of the date of execution of this change order, listed below, in each case associated with fabrication of OBG Lifts 1-11 and the T1 Tower, being performed by Contractor's Structural Steel Fabricator (ZPMC). OBG Lifts 12, 13, and 14 drawing, fabrication, and construction impacts, if any, are specifically excluded from this change order. This change order specifically excludes time requested in Contractor's submittals ABF-SUB-001073, ABF-SUB-001144, and ABF-SUB-001347 for TIA#5, TIA#6, and TIA#7, respectively. This 77-day time extension shall be applied to the current contract completion date for each of the three phases; Phase 1, 2 and 3, as shown in Section 4, "Beginning of Work, Time of Completion and Liquidated Damages", of the Special Provisions. The 77-day time extension will be applied in accordance with Section 10-1.14, "Time Related Overhead", of the Special Provisions. The 77 day extension modifies Phase 1 contract completion date to October 29, 2012; Phase 2 contract completion date to April 27, 2013 and Phase 3 contract completion date to October 24, 2013.

This change order provides a time extension **only** for impacts to the fabrication of OBG Lifts 1-11 and the T1 Tower, being performed by Contractor's Structural Steel Fabricator (ZPMC), that are associated with the following pending or approved Contract Change Orders:

CCO 21 – OBG cross beam
CCO 24 - Traveler Rail Modifications
CCO 25 S0 and S1 – Hinge "A" joint and Barrier rail
CCO 26 - Wind Generator Vortex Plates
CCO 27 - Bearing Block and OBG access at PP 8
CCO 28 - Handrail Modifications to West Deviation Saddle Access
CCO 29 – Additional detailing for various RFI's
CCO 33 – Bike path Brackets
CCO 34 S1 and S2 – W2 & E2 ISD's
CCO 36 – Tower Anchorage Base Plate
CCO 38 S0 – Crossbeam Kink and tower Splice Revisions (detailing)

CCO 38 S1 - Crossbeam Kink and tower Splice Revisions
CCO 41- Pad Eye Modifications
CCO 48 - Tower Strut Façade
CCO 50 - Hinge A reactions Shear Plates
CCO 54 S1 (RFCO 49) Differing site condition Foundation A1
CCO 58 – Shipping Check Samples
CCO 62 – Tower doubler plate and Splice corner details
CCO 63 – Tower internal Shaft
CCO 64 – Tower Strut Façades and Cross Bracing
CCO 65 - Tower Access
CCO 66 – Caulking
CCO 68 – Tower Penetrations
CCO 76 – Hinge K Seismic Joint
CCO 78 – Forging Bearing Blocks at E2
CCO 89 S0 - Deck Panel Acceptance Criteria (Fabrication impacts limited to OBG Lifts 1-11)
CCO 89 S1 - Tack Weld Repair (Fabrication impacts limited to OBG Lifts 1-11)
CCO 91 S0 and S1 - Additional NDT (Fabrication impacts limited to OBG Lifts 1-11)
CCO 95 - Additional Detailing includes (RFCO 27, and RFCO 34)
CCO 97 - S wire
CCO 101 – Temporary T1 Tower stiffeners
CCO 103 - Box Girder Axial Camber
CCO 105 - Tower Fit Lugs
CCO 117 – Crossbeams and OBG bolted connections

3. Increase in Bid Item at Item Price:

Time associated with Contract Bid Item 5, Time Related Overhead, will be increased by an additional 77 days. CCO 108 S0 previously provided an increase in time of 120 days. Payment for the previously agreed upon increase of 120 days and the additional 77 days provided by this CCO 108 S1 will be included in this supplemental change order as an increase in quantity of time with a commensurate increase in the Bid Item.

Increase in Bid Item at Item Price (197 x $86,000/day= $16,942,000.00) $16,942,000.00

Amounts due Contractor for this Bid Item are separate and distinct from the advanced payment of $21,200,000.00 previously paid to Contractor more fully described below.

4. Compensation of Direct Costs associated with CCOs, NOPCs, and RFCOs in Appendix A.

The Contractor shall accept the sum of $13,000,000 as full and complete settlement of all direct costs of the CCOs, NoPCs, and RFCOs listed in attached Appendix A, excluding those indicated herein as “Already Executed”. This Appendix A supersedes Appendix A, as included in CCO 108S0.

The Department previously paid the advance payment of $ 10,800,000 to Contractor. The balance of $ 2,200,000 for this advance payment is included in this CCO 108 S1.

For accounting purposes only, those CCO, NOPC, and RFCO included in Appendix A, which have not already been executed, will be issued as individual CCOs by the Department for the direct cost value, as indicated on attached Appendix A.
The direct cost of these specific CCOs will be reconciled with the advanced payments made in CCO 108 S0 and CCO 108 s1, through future supplement(s) to this CCO.

5. Compensation of Indirect Costs for 197 day time extension and reconciliation of Item 3 CCO 108 S0

Item 3 in CCO 108 S0 is deleted in its entirety and replaced with the following:

Item 3 – Compensation of indirect cost associated with 197 days of project delay

It is recognized that certain RFIs and acts by the Department have contributed to delayed fabrication at the Steel Fabricator. This item represents full and final payment to compensate the Contractor and Steel Fabricator for the indirect cost for 197 days of indirect impacts to fabrication and the overall project (meaning in this context the additional overhead and shop space costs caused by delay). The full and final amount of such indirect costs is included in this supplemental CCO for a final amount of $49,000,000 not including Time Related Overhead, described under item 3 of this CCO.

The parties agree that compensation under this item shall comprise Contractor's indirect cost, associated with 197 days of project delay to the extent not included in Contractor's TRO.

The advance payment of $ 21,200,000 previously paid to Contractor has been taken into account for the final amount due under this CCO.

6. Waiver of Liquidated Damages and reconciliation of Item 4 in CCO 108 S0.

In the event Liquidated Damages (LD) are assessed, both parties agree that the first 90 days of LD will be waived for Phases 1, 2 and 3 completion milestones. In the event that future increases in time exceeds 90 days in accordance with Bid Item 5, "Time Related Overhead" of the Special Provisions and Section 8-1.07, "Liquidated Damages" of the Standard Specifications, the relief of LD will be rescinded and actual payments for time and impacts will be compensated under separate change orders. The 90 day LD waiver will be adjusted downward for every day of time extension granted after the execution of CCO 108 S1 in relation to the Phase(s) to which such extension applies.

Appendix B is included to depict how CCOs, RFCOs, and NOPCs, referenced herein are incorporated into this CCO with regards to time and direct cost compensation.

Estimated Cost: Increase ☒ Decrease ☐ $ 46,942,000

By reason of this order the time of completion will be adjusted as follows: 120 wds provided under CCO 108S0. 77 wds provided under CCO 108S1

Submitted by		
Signature	**Resident Engineer** Gary Pursell, Sup.T.E.	**Date**
Approval Recommended by		
Signature	**Supervising Bridge Engineer** Richard Morrow, Sup.B.E.	**Date**
Engineer Approval by		
Signature	**Principal Transportation Engineer** Peter Siegenthaler, Prin.T.E.	**Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature	(Print name and title)	**Date**

Appendix A to CCO-108s1

CCO's (Direct Cost Only)	Contractor's Estimated Cost in CCO108s0 (5/19/2009)	Full and Final Settled Cost in CCO108s1
CCO NO. 0021 s0 - Tower Splice Alterations	$0	Already Executed
CCO NO. 0021 s1 - Time Impact for Tower Splice Alterations	$481,265	Already Executed
CCO NO. 0024 s0 - Traveler Rail Modifications	$733,000	$733,000
CCO NO. 0025 - Seismic Joint	$1,257,000	$1,191,577
CCO NO. 0025s1 - Hinge A Barrier Rail	$100,000	$50,000
CCO NO. 0027 - Bearing Block + OBG Access Cutout	$68,551	$68,551
CCO NO. 0028 - Handrail Modifications to West Deviation Saddle Access	$150,000	$150,000
CCO NO. 0033 - Bike Path Brackets	$150,000	$150,000
CCO NO. 0034S1 - ISD's at W2	$247,919	$247,919
CCO NO. 0034S2 - ISD's at E2	$25,000	$19,282
CCO NO. 0038S1 - Cross beam kink fabrication	$2,500,000	$1,770,127
CCO NO. 0041 - Pad Eye Modifications	$100,000	$86,300
CCO NO. 0050 - Hinge A Reaction - Shear Plates	$76,166	Already Executed
CCO NO. 0058 - Shipping Check Samples	-$80,000	Already Executed
CCO NO. 0059 - Additional OBG Penetrations	$175,000	$54,014
CCO NO. 0065 - Tower Access	$150,000	$50,000
CCO NO. 0066 - Caulking	$100,000	$100,000
CCO NO. 0068 - Additional Tower Penetrations	$158,000	$158,000
CCO NO. 0076 - Hinge K Seismic Joint	$50,000	$50,000
CCO NO. 0084 - Weighing OBG Sections	$10,000	$10,000
CCO NO. 0089s1 - Tack Weld Repair (OBG Lifts 1-11)	$2,200,000	$0
CCO NO. 0091 - Additional NDT (PAUT) (OBG Lifts 1-11)	$0	Already Executed
CCO NO. 0095 - Detailing for Various Changes	$554,113	$760,670
CCO NO. 0101 - Temp Tower Stiffeners	$150,000	$150,554
CCO NO. 0105 - Tower Fit Lugs	-$60,000	Already Executed
CCO NO. 0026 - Wind Vortex Generator Plates	$1,000,000	$1,000,000
CCO NO. 0031 - Mechanical Modifications	$1,138,299	$1,138,299
CCO NO. 0042 - Electrical Modifications	$250,000	$1,000,000
CCO NO. 0042s1 - Cable Tray Changes	$250,000	$250,000
CCO NO. 0044 - Barrier Modifications	$200,000	$300,000
CCO NO. 0056 - Suspender Loads	$109,694	Already Executed
CCO NO. 0062 - Tower Doubler Plate	$300,000	$241,251
CCO NO. 0063 - Tower Internal Shaft	$700,000	$700,000
CCO NO. 0064 - Tower Strut Façade & Cross Bracing	$400,000	$400,000
CCO NO. 0078 - Forging Bearing Blocks at E2 (East End Anchorage)	$425,613	$415,271
Sub Total:	**$14,069,620**	**$11,244,815**
NOPC's		
NOPC # 5 - Free Hanging Cable Interference (CCO-126)	$3,600,000	Already Executed
NOPC # 11 - Protest of denial of RFCO#33, Additional QA Sampling	$100,000	$100,000
Sub Total:	**$3,700,000**	**$100,000**
RFCO's		
RFCO #25 - Response/Comments on SEGSD4	$50,000	$0
RFCO #27 - Premium Time Incurred by Candraft	$170,000	$170,000
RFCO #31 - Tower Saddle Turned Rods	$50,000	$50,000
RFCO #34 - OBG Platform Layouts	$50,000	included in CCO-95
RFCO #36 - RFI 1422, Castability of East Saddle (CCO-92)	$500,000	$548,548
RFCO #40 - LeJeune Bolt Price Increase	$200,000	$200,000
RFCO #48 - West Deviation Saddle Erection Procedure	$100,000	$0
RFCO #49 - Differing Site Condition Foundation A1 (CCO-54S1)	$150,000	Already Executed
RFCO #51 - Cable Bands	$850,000	$686,637
Sub Total:	**$2,120,000**	**$1,655,185**
Grand Total:	**$19,889,620**	**$13,000,000**

Appendix B to CCO-108s1

CCO's		Time	Direct Cost	Status
CCO NO. 0021 s0 - Tower Splice Alterations		yes	n/a	executed
CCO NO. 0021 s1 - Time Impact for Tower Splice Alterations		yes	n/a	executed
CCO NO. 0024 s0 - Traveler Rail Modifications		yes	yes	
CCO NO. 0025 - Seismic Joint		yes	yes	
CCO NO. 0025s1 - Hinge A Barrier Rail		yes	yes	
CCO NO. 0026 - Wind Vortex Generator Plates		yes	yes	
CCO NO. 0027 - Bearing Block + OBG Access Cutout		yes	yes	
CCO NO. 0028 - Handrail Modifications to West Deviation Saddle Access		yes	yes	
CCO NO. 0029 - Additional detailing for various RFI's	Not in 108S0	yes	n/a	executed
CCO NO. 0031 - Mechanical Modifications	Not in 108S1	no	yes	
CCO NO. 0033 - Bike Path Brackets		yes	yes	
CCO NO. 0034S1 - ISD's at W2		yes	yes	
CCO NO. 0034S2 - ISD's at E2		yes	yes	
CCO NO. 0036 - Tower Anchorage Base Plate	Not in 108S0	yes	no	
CCO NO. 0038S0 - Crossbeam Kink and Tower Splice Revisions (detailing)	Not in 108S0	yes	n/a	executed
CCO NO. 0038S1 - Cross beam kink fabrication		yes	yes	
CCO NO. 0041 - Pad Eye Modifications		yes	yes	
CCO NO. 0042 - Electrical Modifications	Not in 108S1	no	yes	
CCO NO. 0042s1 - Cable Tray Changes	Not in 108S1	no	yes	
CCO NO. 0044 - Barrier Modifications	Not in 108S1	no	yes	
CCO NO. 0048 - Tower Strut Façade	Not in 108S0	yes	no	
CCO NO. 0050 - Hinge A Reaction - Shear Plates		yes	n/a	executed
CCO NO. 0054S1 - Differing Site Conditions Foundations A1	Not in 108S0	yes	n/a	executed
CCO NO. 0056 - Suspender Loads	Not in 108S1	no	n/a	executed
CCO NO. 0058 - Shipping Check Samples		yes	n/a	executed
CCO NO. 0059 - Additional OBG Penetrations	Not in 108S1	no	yes	
CCO NO. 0062 - Tower Doubler Plate		yes	yes	
CCO NO. 0063 - Tower Internal Shaft		yes	yes	
CCO NO. 0064 - Tower Strut Façade & Cross Bracing		yes	yes	
CCO NO. 0065 - Tower Access		yes	yes	
CCO NO. 0066 - Caulking		yes	yes	
CCO NO. 0068 - Additional Tower Penetrations		yes	yes	
CCO NO. 0076 - Hinge K Seismic Joint		yes	yes	
CCO NO. 0078 - Forging Bearing Blocks at E2 (East End Anchorage)		yes	yes	
CCO NO. 0084 - Weighing OBG Sections	Not in 108S1	no	yes	
CCO NO. 0089s0 - Deck Panel Acceptance Criteria	Not in 108S1	yes	yes	
CCO NO. 0089s1 - Tack Weld Repair		yes	yes	
CCO NO. 0091 - Additional NDT (PAUT)		yes	n/a	executed
CCO NO. 0091s1 - Additional NDT (PAUT)	Not in 108S0	yes	n/a	executed
CCO NO. 0095 - Detailing for Various Changes		yes	yes	
CCO NO. 0097 - S Wire	Not in 108S0	yes	n/a	executed
CCO NO. 0101 - Temp Tower Stiffeners		yes	yes	
CCO NO. 0103 - Box Girder Axial Camber	Not in 108S0	yes	no	
CCO NO. 0105 - Tower Fit Lugs		yes	n/a	executed
CCO NO. 0117 - Crossbeams and OBG bolted connections	Not in 108S0	yes	no	

NOPC's

NOPC # 5 - Free Hanging Cable Interference	Pend CCO #126	no	n/a	executed
NOPC # 11 - Protest of denial of RFCO#33, Additional QA Sampling		no	yes	

RFCO's

RFCO #25 - Response/Comments on SEGSD4	Not in 108S1 - Open	no	yes	
RFCO #27 - Premium Time Incurred by Candraft	CCO #95	yes	yes	
RFCO #31 - Tower Saddle Turned Rods	Not in 108S1 - Open	no	yes	
RFCO #34 - OBG Platform Layouts	Pend CCO #95	yes	yes	
RFCO #36 - RFI 1422, Castability of East Saddle	Pend CCO #92	no	yes	
RFCO #40 - LeJeune Bolt Price Increase	Not in 108S1 - Open	no	yes	
RFCO #48 - West Deviation Saddle Erection Procedure	Not in 108S1 - Open	no	yes	
RFCO #49 - Differing Site Condition Foundation A1 (CCO-54s1)	Not in 108S1 - Open	yes	n/a	executed
RFCO #51 - Cable Bands	Not in 108S1 - Open	no	yes	

Time settlement as indicated in this Appendix B, only applies to time impacts to the fabrication of OBG Lifts 1-11 and the T1 Tower, being performed by Contractor's Structural Steel Fabricator (ZPMC).

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 123 Suppl. No. 1 Contract No. 04 – 0120F4 Road SF-80-13.2/13.9 **FED. AID LOC.:**

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or c
this contract. ***NOTE: This change order is not effective until app***

DRAFT

POC 11-17-09 JRT

Description of work to be done, estimate of quantities and prices to be paid. (Segrega
Unless otherwise stated, rates for rental of equipment cover only such time as equipm
percentage shown is the net accumulated increase or decrease from the original quan

Deleted: TBA

Deleted: 3

Deleted: ABF 110-12096-09 JRTV2

Deleted: – JRT 10-8-09

Adjustment of Compensation at Lump Sum:

In addition to the $5,850,000.00 Lump Sum compensation amount provided under Contract Change Order (CCO) No. 123S0, the Department will compensate the Contractor's detailer Candraft-Tensor LLC for mobilization of additional staff, re-assigning current work to other firm(s) and committing sufficient staff through the accelerating period.

Adjustment of Compensation at Lump Sum……$ 750,000.00

Deleted: 0

Incentive Scheme providing Adjustment of Compensation at Unit Price:

In addition to the $5,850,000.00 Lump Sum compensation amount provided under Contract Change Order (CCO) No. 123S0, and the Lump Sum compensation in this CCO, for the benefit of the project (and thus for the benefit of both the Department and the Contractor) the Department will compensate the Contractor with the following incentives to substantially complete Lifts 13E, 13W, 14W, and 14E shop drawings before each of the dates specified herein. In the best interest of minimizing delays and expediting the project schedule, Contractor will determine if and when it is appropriate to advance certain "approved" and "approved as noted" shop drawings for fabrication without further revision. For the purpose of this CCO, "substantially complete" shop drawings are defined as drawings or sheets that are either "approved" or "approved as noted" by the Department, and that the Department and the Contractor agree are in an appropriate state for release for fabrication to the Structural Steel Fabricator.

Deleted: 0

The release of "substantially complete" shop drawings for fabrication, when agreed to by the Department and Contractor pursuant to the above, shall not relieve the Department of design responsibility. The Department hereby acknowledges that the Contractor, its suppliers and subcontractors will not be held responsible for east end orthotropic box girder impacts resulting from any design changes ordered in writing by the Department and that were, for any reason whatsoever, omitted from any "substantially complete" shop drawing released for fabrication by the parties or that were ordered in writing by the Department after said release of "substantially complete" shop drawings for fabrication.

The Department will compensate the Contractor with the following incentives to finalize Lift 13E, 13W, 14W and 14E Shop Drawings on or before the dates indicated herein. The incentive mechanism in this CCO is not intended to have any impact or place any restraint on any entitlement the Contractor has to the direct cost impact of the delay to the final design development and preparation and approval of east end orthotropic box girder working drawings. Except for the payment entitlements set out below, the Contractor is not entitled to any incentive-based payment for achieving substantial completion of shop drawings within the time frames set out below.

For each **Lift 13E** shop drawing submitted prior to 5:00 pm (PST) on January 25, 2010 that is subsequently determined to be "Approved" or "Approved as Noted" by the Engineer and agreed to be substantially complete, the Contractor will receive incentive compensation of $ 650 per shop drawing sheet, not to exceed $ 1,000,000.

The estimated Adjustment of Compensation at Unit Price……:……$ 1,000,000.00

Deleted: February 1

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For each **Lift 13W** shop drawing submitted prior to 5:00 pm (PST) on February 15, 2010 that is subsequently determined to be "Approved" or "Approved as Noted" by the Engineer and agreed to be substantially complete, the Contractor will receive incentive compensation of $ 650 per shop drawing sheet, not to exceed $ 1,000,000.

The estimated Adjustment of Compensation at Unit Price……:……$ 1,000,000.00

Deleted: March

Deleted: 1,

Deleted:

For each **Lift 14E** shop drawing submitted prior to 5:00 pm (PST) on March 1, 2010 that is subsequently determined to be "Approved" or "Approved as Noted" by the Engineer and agreed to be substantially complete the Contractor will receive incentive compensation of $ 1,250 per shop drawing sheet, not to exceed $ 1,000,000.

The estimated Adjustment of Compensation at Unit Price……:……$ 1,000,000.00

Deleted: FebruaryMarch 15, 2010

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 123 Suppl. No. 1 Contract No. 04 – 0120F4 Road SF-80-13.2/13.9 **FED. AID LOC.:**

For each **Lift 14W** shop drawing submitted prior to 5:00 pm (PST) on March 1, 2010 that is subsequently determined to be "Approved" or "Approved as Noted" by the Engineer, and agreed to be substantially complete, the Contractor will receive incentive compensation of $ 1,250 per shop drawing sheet, not to exceed $ 1,000,000.

The estimated Adjustment of Compensation at Unit Price……:……..$ 1,000,000.00

Total Estimated Cost of this Change Order ……..……$ 4,750,000.00

Deleted: TBA

Deleted: FebruaryMarch 28, 2010

Deleted: ¶
If ninety-five per cent (95%) of the shop drawings for **Lifts 13 (E and W), and 14 (E and W)** that are not substantially complete by the dates set out above are agreed to be substantially complete **before** MarchApril 30, 2010, the Contractor will be paid a lump sum of $ 500,000.00.1,000,000.00. ¶

Deleted: The estimated Adjustment of Compensation at Unit Price……:……..$ 1,500,000.00000,000.00¶

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CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 123 Suppl. No. 1 Contract No. 04 – 0120F4 Road SF-80-13.2/13.9 **FED. AID LOC.:**

Deleted: TBA

Estimated Cost: Increase ☒ **Decrease** ☐ **$ 4,750,000.00**

Deleted: 5,250,000

By reason of this order the time of completion will be adjusted as follows: Time Deferred

Submitted by

Signature	**Resident Engineer** Gary Pursell, Sup.T.E.	**Date**

Approval Recommended by

Signature	**Supervising Bridge Engineer** Richard Morrow, Sup.T.E.	**Date**

Engineer Approval by

Signature	**Principal Transportation Engineer** Peter Siegenthaler, Prin.T.E.	**Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	**Date**

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a1

Item- Consent Calendar
TBPOC September 18, 2009 Conference Call Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the September 18, 2009 Conference Call Minutes.

Attachment(s):
September 18, 2009 Conference Call Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES

September 18, 2009, 4:00 PM – 5:00 PM

Attendees: TBPOC Members: Steve Heminger, Randy Iwasaki**,** and Bimla Rhinehart
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller
Participants: Michele DiFrancia, Beatriz Lacson, Rick Land, Peter Lee, Brian Maroney, Rod McMillan, Dina Noel, Bijan Sartipi, Jon Tapping, Chris Traina, Pat Treacy, and Jason Weinstein

Convened: 4:04 PM

Items	Action
1. DUMBARTON / ANTIOCH BRIDGES a. Cost Update • Mo Pazooki and JasonWeinstein provided an update on the environmental permits, cost estimates, schedule, legislation status and design team progress on each bridge project, since status was last reported to the TBPOC in July 2009. o AB 1175, which provides for the addition of seismic safety improvement projects on the Dumbarton and Antioch Bridges to the TBSRP, is awaiting action by the Governor. The bill will become law effective January 1, 2010, if signed by the Governor or, no action is taken by October 11, 2009. o With environmental permitting on track, it appears the baseline project delivery schedule milestone dates can be met. o The combined cost estimate has decreased due to a reduction in project scopes and risks. o An update will be provided to the BATA Oversight Committee on October 14, 2009.	

Items	Action
• JasonWeinstein requested TBPOC approval of the funding target value of $700M to $750M to complete the seismic retrofit of both the Dumbarton and Antioch Bridges. o The PMT recommended $750M to be an appropriate estimate to cover all current risk associated with each project. o Upon discussion, the TBPOC agreed with the PMT recommendation to increase the risk allowance by $50M, for a total cost estimate of $750M. • Steve Heminger, the Chair, announced that discussion on raising tolls will be initiated at the BATA Oversight Commission October 14 meeting, to cover (1) the inclusion of the Dumbarton and Antioch Bridge seismic retrofit projects in the TBSRP, (2) higher debt cost, and (3) decrease in traffic volume. o It is anticipated that the following options will be presented: a $1.00 increase for all toll bridges, from $4.00 to $5.00; for the first time a carpool charge; and, an option for congestion pricing for the SFOBB only of $6.00 during peak hours and $4.00 during off-peak hours.	• The TBPOC **(**CTC abstained**) APPROVED** a funding target value of $750M to complete both the Dumbarton and Antioch Bridge seismic retrofit projects, as discussed.
2. YERBA BUENA ISLAND DETOUR a. Contract Change Order 217 (Skid Bent Demolition and Backfill) • Dina Noel presented CCO 217 in the not-to-exceed amount of $4,500,000 for the demolition and removal of the East Tie-In (ETI) skid bent system used during the recent ETI roll-out/ roll-in.	• The TBPOC **APPROVED** CCO 217, as presented.

Items	Action
• Jon Tapping noted that due to the successful completion of the ETI $6M in risks are being retired. • The Chair requested a briefing on the Risk Register at the next TBPOC meeting.	• Jon Tapping to give a presentation to the TBPOC on the Risk Register and how it works.
3. SELF-ANCHORED SUSPENSION SUPERSTRUCTURE a. TBPOC China/Canada Visit Update • The Chair enumerated three items for discussion: (1) the two letters sent to ABF covering the meetings with Candraft and ZPMC; (2) the ABF memo expressing concern over the items covered at the recent BATA Oversight Committee meeting and the media coverage of them; 3) preparation for the October TBPOC meeting with ABF to discuss and agree upon an amount of money required to resolve outstanding issues. o Regarding Item #1, Tony Anziano reported that ABF has not responded to the two letters. He will follow up. ➢ Mike Flowers provided the latest revised 1st shipment date of October 20, 2009, indicating that an earlier shipment date is not possible. ➢ Tony Anziano will be in China this coming week and will get an onsite assessment and apprise the TBPOC accordingly. o Regarding Item #2, the Chair pointed out that the TBPOC consists of members who all work for public agencies and boards, and we cannot control what the media reports from public meetings. ➢ While ABF and Candraft have taken offense to the media portrayal of the information	• Tony Anziano to follow up with ABF regarding items outlined in recent TBPOC letters to them.

Items	Action
reported at the BATA Oversight Committee meeting, it was noted that the report was factual. ➢ It was the consensus that it is important to maintain transparency, to be forthcoming, and to ensure that any pertinent information being released to the media/public is well thought out. ➢ The Chair indicated that he will call Bob Luffy, (with Randy Iwasaki to join him) to: (1) thank him for what ABF did over the Labor Day weekend, (2) clarify media treatment of the TBPOC meetings in Canada and China, and (3) ascertain ABF's position on how to resolve the issues spelled out in the two TBPOC letters covering the Vancouver and China meetings. o Regarding Item #3, staff is developing a package for the PMT that will serve as the basis for TBPOC discussion with ABF in October. ➢ There is an ABF meeting that conflicts with the TBPOC October 16 meeting. ➢ Staff should identify an alternate meeting date that works for both the TBPOC and ABF; however, the TBPOC will still meet on October 16 and participate in the ETI recognition luncheon.	• Randy Iwasaki to coordinate with Mark DeSio for an overall media strategy on this issue, and involve Bart Ney as needed. • Steve Heminger and Randy Iwasaki to call Bob Luffy to thank ABF for their support during Labor Day weekend; to follow up on the TBPOC letters to ABF; and, to discuss resolution of outstanding items. • The PMT to set an alternate meeting date close to October 16, and develop a strategy for the meeting with ABF. The October 16 meeting will serve as a preparatory meeting, should the TBPOC/ ABF meeting be scheduled after October 16. Otherwise a TBPOC conference call may be warranted.
4 OTHER BUSINESS • Randy Iwasaki thanked staff for the well-orchestrated Labor Day weekend preparations and events. o The Chair stated it was a shining	• The Department and BATA to

Items	Action
moment for the Department, and suggested giving awards, financial (Department rewards program) and otherwise (BATA resolutions) to key players, in appreciation for a job well-done.	arrange for recognition awards to deserving people at the October 16 recognition luncheon.
• Randy Iwasaki reported that the Department will continue regular bridge inspections, as a follow up to the eyebar failure. Starting Saturday night through Sunday morning, two right lanes of the east span of the SFOBB will be closed for the maintenance check. o Bijan Sartipi is doing an interview on the maintenance check, and a press release is also scheduled. o The Chair invited Bijan Sartipi to present on ongoing bridge inspections and maintenance at the next BATA Oversight Committee meeting. He indicated that Bart Ney should also attend. o Brian Maroney reported that the bridge looks fine and stable. ➢ Particular attention is being given to the eyebar next to the one that broke. ➢ The maintenance situation will be evaluated and an updated set of recommendations will be provided to the PMT and TBPOC in a month. o The Chair requested that this item be included on the upcoming TBPOC meeting agendas.	• Include the SFOBB inspection and maintenance item on upcoming TBPOC meeting agendas.

Adjourned: 4:55 PM

CONFERENCE CALL MINUTES
September 18, 2009, 4:00 PM –5:00 PM

APPROVED BY:

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

_____ _____
RANDELL H. IWASAKI, Director Date
California Department of Transportation

_____ _____
BIMLA G. RHINEHART, Executive Director Date
California Transportation Commission

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a2

Item- Consent Calendar
TBPOC October 16, 2009 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the October 16, 2009 Meeting Minutes.

Attachment(s):
October 16, 2009 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
October 16, 2009, 10:00 AM – 12:00 PM
Casa de la Vista, 191 Avenue of the Palms, Treasure Island, San Francisco

Attendees: TBPOC Members: Steve Heminger, Randy Iwasaki**,** and Bimla Rhinehart
PMT Members: Andy Fremier, and Stephen Maller
Participants: Alan Cavendish-Tribe, Michele DiFrancia, Ted Hall, Steve Hulsebus, Beatriz Lacson, Rick Land, Peter Lee, Brian Maroney, Dina Noel, Gary Pursell, Bijan Sartipi, Peter Siegenthaler, Jon Tapping, Ken Terpstra, Deanna Vilchek and Jason Weinstein
Part-Time Participants: Eric Cordoba (SFCTA), Eileen Goodwin (SF Mayor's Office), and Jack Sylvan (SF Mayor's Office)

Convened: 10:10 AM

Items	Action
1. CHAIR' REPORT • Steve Heminger, the Chair, reiterated his thanks to and recognition of the team for outstanding performance over the Labor Day weekend – a shining moment for the Department. o Bimla Rhinehart conveyed her and the CTC Commissioners' appreciation for the impressive work accomplished by the Department, BATA and the consultants/ contractors. • The Chair reported that AB1175 has been signed, and effective January 1, 2010, the Dumbarton and Antioch Bridges will become a part of the Toll Bridge Seismic Retrofit Program (TBSRP).	• Staff to add Dumbarton/ Antioch Bridges Update as a regular item on future TBPOC meeting agendas. • Staff to include the Dumbarton/ Antioch Bridges in future TBSRP monthly and quarterly reports, beginning with the 2010 first quarter report.

Items	Action
• The Chair also reported that public discussion about the raising of tolls has commenced.	
2. YBI RAMPS UPDATE a. Contribution Agreement • Andy Fremier summarized the two cooperative agreements, Draft YBI Ramps Cooperative Agreement #4-2283 for Addendum Reimbursement ($715,000, est.) and Draft YBI Ramps Cooperative Agreement #4-2137 for State Oversight Services ($750,000, cap), submitted by the Department for TBPOC approval. • Eric Cordoba, San Francisco County Transportation Authority (SFCTA) Yerba Buena Island (YBI) Ramps Project Manager, gave a brief update on the YBI Ramps. • Jack Sylvan of the San Francisco Mayor's Office and Treasure Island Development Authority (TIDA) representative thanked the TBPOC for continuing to partner with The City on this project and expressed optimism about working expeditiously with the Department, BATA and CTC going forward.	• The TBPOC **APPROVED** Draft YBI Ramps Cooperative Agreement #4-2283 for Addendum Reimbursement. • TBPOC approval of Draft YBI Ramps Cooperative Agreement #4-2137 for State Oversight Services was deferred pending further discussion and revision.
3. CONSENT CALENDAR a. TBPOC September 2, 2009 Meeting Minutes b. TBPOC September 18, 2009 Conference Call Minutes c. Contract Change Orders (CCOs): 1) YBI Detour CCO 93, S2 (Lead Paint Mitigation and Stairway Access) - $300,000 2) YBI Detour CCO 149, S1 (ETI Bearing Fabrication and Testing) - $400,000	• The TBPOC **APPROVED** all consent calendar items, except items 3a and 3b.

Items	Action
3) YBI Detour CCO 177 (Bridge Removal of Roll-Out/ Roll-In) – $11,249,560 4) YBI Detour CCO 217 (Skid Bent Demo and Backfill) - $3,152,900 5) SAS CCO 24, S0 (Traveler Mechanical) - $750,000 6) SAS CCO 24, S1 (Traveler Mechanical) - $2,500,000 7) SAS CCO 126 (NOPC5 Resolution, Cable/ OBG Interference near E2) - $2,000,000 d. New Benicia-Martinez Bridge Landscaping Contract – not to exceed $3,500,000	
4. PROGRESS REPORTS a. September 2009 Monthly Progress Report • Andy Fremier presented, for information, the September 2009 Monthly Progress Report which was approved by the PMT on October 6 through TBPOC-delegated authority. He requested TBPOC confirmation of this approval.	• The TBPOC confirmed **APPROVAL** of the September 2009 Monthly Progress Report through its delegated authority to the PMT.
5. PROGRAM ISSUES a. Risk Management Update • Jon Tapping gave a presentation on the Risk Management Program covering a summary of the second quarter 2009 Risk Management results, selected achievements, a look-ahead on forecast/ opportunities, and recommendations. o When queried on why out-of-scope items are being carried in the Risk Management Report (RMR), Jon Tapping indicated that these items, (which are costs without a funding source), while not considered as risks, are in the RMR for tracking purposes.	• J. Tapping to incorporate Capital Outlay Support (COS) information in Volume 1 of future Risk Management Reports.
6. SAN FRANCISCO-OAKLAND BAY BRIDGE (SFOBB) UPDATES a. Self-Anchored Suspension Superstructure	

Items	Action
1) Update • The Chair handed out a draft SAS Project Schedule Mitigation Workplan which incorporated the Contractor Schedule and the Opportunity Schedule. o The challenges in Vancouver and China were discussed. o The Chair noted that a response to the two TBPOC letters summarizing their recent trips to Vancouver and China has yet to be received. o Four opportunities to potentially mitigate the schedule were identified.	• The PMT to develop a new strategy to resolve outstanding issues focusing on the four goals discussed, prior to the TBPOC meeting with ABF on November 5.
2) CCO 108, S1 (Fabrication Impacts) – 15,480,000	• The TBPOC deferred approval of CCO 108, S1 with direction to revise the CCO, as discussed, in time for the November 5 meeting with ABF.
3) CCO 123, S0 (Shop Drawings, OBG Lifts 12 thru 14) - $5,850,000, and CCO 123, S1, (Incentive Compensation) - $4,000,000	• The TBPOC **APPROVED** CCO 123, S0, as presented. • The TBPOC deferred approval of CCO 123, S1 pending further discussion and revision.
b. Yerba Buena Island Detour 1) Update • Not discussed	
c. Yerba Buena Island Transition Structures No. 1 1) Addendum No. 7	• The TBPOC **APPROVED** Addendum No. 7, as presented.
d. Oakland Touchdown No. 1 1) Update • Not discussed.	
7 OTHER BUSINESS a. Eyebar Update • Randy Iwasaki/Bijan Sartipi gave a brief update on the eyebar and ongoing SFOBB inspections and maintenance checks.	

Adjourned: 12:20 PM

MEETING MINUTES
October 16, 2009, 10:00 AM – 12:00 PM
Casa de la Vista, 191 Avenue of the Palms, Treasure Island, San Francisco

APPROVED BY:

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

_____ _____
RANDELL H. IWASAKI, Director Date
California Department of Transportation

_____ _____
BIMLA G. RHINEHART, Executive Director Date
California Transportation Commission

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a3

Item- Consent Calendar
TBPOC October 28, 2009 Conference Call Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the October 28, 2009 Conference Call Minutes.

Attachment(s):
October 28, 2009 Conference Call Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES
October 28, 2009, 4:00 PM – 5:00 PM

Attendees: TBPOC Members: Steve Heminger, Randy Iwasaki**,** and Bimla Rhinehart
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller
Participants: Melanie Crotty (BATA), Michele DiFrancia, Beatriz Lacson, Rick Land, Bart Ney, Dina Noel, Pete Siegenthaler, and Jason Weinstein

Convened: 4:08 PM

Items	Action
1. SAN FRANCISCO OAKLAND BAY BRIDGE • Steve Heminger, the Chair, stated that the purpose of the conference call was (1) to get an update from the Department on the bridge repair underway, and (2) to talk about the work in China. 1) Bridge Repair o Randy Iwasaki and Tony Anziano provided an update on the bridge repair. • The Chair announced that BATA was able to sell bonds for $1.3B and got a 4.07% rate in spite of the Tuesday evening bridge incident. 2) SAS - China • The Chair's recent call to Bob Luffy to convey the TBPOC's frustration did not produce any satisfactory answers. o The first shipment is now set for mid to late December. ➢ ZPMC is committed to shipping quality materials. o The revised shop drawing dates have not been forthcoming from Canada.	

Items	Action
➢ Candraft is now developing extremely conservative dates and performing a sheet by sheet analysis of how much time will be needed to revise each sheet then roll it up into one big number. Unsatisfactory dates are expected later this week or early next week. o CCO 108 remains unsettled. We need to decide on what we should get in return and how we can do things differently. o The need for a conference call to prepare for the TBPOC's meeting with ABF on Nov. 5 was raised. It was decided that the Nov. 5 TBPOC-PMT pre-briefing be moved an hour earlier instead (currently at 10AM - 11AM).	• Clerk of the TBPOC to move the TBPOC-PMT pre-briefing to 9:00 AM - 11:00 AM on November 5, 2009.

Adjourned: 4:52 PM

CONFERENCE CALL MINUTES
October 28, 2009, 4:00 PM –5:00 PM

APPROVED BY:

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

_____ _____
RANDELL H. IWASAKI, Director Date
California Department of Transportation

_____ _____
BIMLA G. RHINEHART, Executive Director Date
California Transportation Commission

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS | BAY AREA TOLL AUTHORITY | CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a4

Item- Consent Calendar
TBPOC November 5, 2009 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the November 5, 2009 Meeting Minutes.

Attachment(s):
November 5, 2009 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
November 5, 2009, 11:00 AM – 1:00 PM
Mission Bay Office, Conference Room 1906, 325 Burma Road, Oakland

Attendees: TBPOC Members: Steve Heminger and Bimla Rhinehart
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Ali Banani, Malcolm Dougherty, Mike Forner, Ted Hall, Keith Hoffman, Beatriz Lacson, Peter Lee, Brian Maroney, Mika Miyasato, Gary Purcell, Pete Siegenthaler, Ken Terpstra, Mazin Wahbeh, and Jason Weinstein

TBPOC / ABF / TYLMN Discussion Participants
TBPOC Members: Steve Heminger, Randy Iwasaki, and Bimla Rhinehart
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Malcolm Dougherty, Rick Land, Brian Maroney, Bijan Sartipi, and Jon Tapping
ABF/Candraft: Bob Luffy, Doug Fuller, Mike Flowers, Lanny Frisco, Donald R. Jones, Peter van der Waart, Bob Kick, and Walter Gatti (via phone)
TYL/M&N: Alvaro Piedrahita, Dennis Jang, Marwan Nader, Al Ely, Tim Rellaford, and Scott Buckley

Convened: 1:16 PM

Items	Action
1. CHAIR'S REPORT • Steve Heminger, the Chair, expressed his appreciation to the Department staff for their performance under pressure during the recent bridge repair.	
2. TBPOC / ABF / TYLMN Discussion a. SAS Mitigation and Acceleration Update • The TBPOC, PMT and the principals of ABF and TYL/M&N met to discuss the status of the work in China and Vancouver. o The Chair reported that some progress has been achieved in the shop drawing process and fabrication approval process.	• The PMT to include the SAS Project Schedule Mitigation Workplan in future TBPOC meeting packets.

Items	Action
b. Contract Change Order (CCO) 108, S1 (Fabrication Impacts) c. CCO 123, S1 (Shop Drawings, OBG Lifts 12 thru 14)	• TBPOC action on CCOs 108, S1 and 123, S1 deferred for a conference to be scheduled the week of November 9.
3. CONSENT CALENDAR a. TBPOC September 18, 2009 Conference Call Minutes b. TBPOC September 2, 2009 Meeting Minutes. c. Yerba Buena Island Detour CCO 144, S3 (East Tie-In Plate Joints), $1,000,000.	• The TBPOC **APPROVED** all consent calendar items, as presented, except item 3a, which requires some revisions.
4. PROGRESS REPORTS a. Draft Third Quarter 2009 Project Progress and Financial Update • Peter Lee presented, for TBPOC approval, the draft Third Quarter 2009 Project Progress and Financial Update which is scheduled for release on November 13, 2009. o It was suggested that information on the eyebar repair be incorporated in the transmittal letter rather than in the body of the report. o Edits are forthcoming from the Chair.	• Staff to incorporate revisions discussed and present the final Third Quarter 2009 Project Progress and Financial Update for TBPOC approval.
5. PROGRAM ISSUES a. TBSRP Capital Outlay Support (COS) Update • Ali Banani gave a presentation covering the FY 09-10 Budget Status, Expenditure Summary, Expenditure Analysis, COS Expenditure Forecast, and FY Forecast. o The reductions planned to meet the FY 09-10 TBPOC budget of $111.7M and the additions that	• The PMT to identify by the end of the current quarter some midpoints between the TBPOC budget of $111.7M and the forecast of $134.1M and what areas can be adjusted to meet them. • The PMT to report back to the TBPOC in January 2010.

Items	Action
contribute to the FY forecast of $134.1M were discussed. o Bimla Rhinehart stated that expenditures should be prudently charged, and that all should be mindful that there is always someone paying for them.	
6. SAN FRANCISCO-OAKLAND BAY BRIDGE (SFOBB) UPDATES a. Yerba Buena Island Detour 1) Update • Tony Anziano reported that the project is progressing well. o There may be a need for an outreach plan for the driving public to slow down and adhere to the new speed limit. b. Yerba Buena Island Transition Structures (YBITS) No. 1 1) Addendum No. 8 • Tony Anziano presented, for TBPOC approval, YBITS No. 1 Addendum No. 8 which includes seven separate items that covers approximately 55 plan sheet revisions, and modifies the working days. o Bid opening date is December 15, 2009. c. Oakland Touchdown (OTD) No. 1 Update • Tony Anziano indicated that the job is moving forward very well and that the contractor (MCM) is doing an outstanding job on the project. d. New East Span Light Pole Procurement • Jason Weinstein presented, for TBPOC approval, the procurement of the SFOBB East Span light poles through BATA at a cost of $16 million. o Processing of the installation of	• The TBPOC APPROVED YBITS No. 1 Addendum No. 8, as presented. • The TBPOC **APPROVED** procurement of the East Span light poles through BATA, as presented.

(continued)

Items	Action
the light poles as a CCO is being considered.	
7 OTHER BUSINESS • Brian Maroney gave a presentation on the SFOBB eyebar repair.	

Adjourned: 2:38 PM

MEETING MINUTES
November 5, 2009, 11:00 AM – 1:00 PM
Mission Bay Office, Conference Room 1906, 325 Burma Road, Oakland

APPROVED BY:

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

_____ _____
RANDELL H. IWASAKI, Director Date
California Department of Transportation

_____ _____
BIMLA G. RHINEHART, Executive Director Date
California Transportation Commission

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a5

Item- Consent Calendar
TBPOC November 13, 2009 Conference Call Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the November 13, 2009 Conference Call Minutes.

Attachment(s):
November 13, 2009 Conference Call Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES

November 13, 2009, 4:00 PM – 5:00 PM

Attendees: TBPOC Members: Steve Heminger, Randy Iwasaki**,** and Bimla Rhinehart
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller
Participants: Michele DiFrancia, Beatriz Lacson, Rick Land, Peter Lee, Brian Maroney, Pete Siegenthaler, Jon Tapping, and Jason Weinstein

Convened: 4:04 PM

Items	Action
1. SELF-ANCHORED SUSPENSION SUPERSTRUCTURE a. CCO 108, S1 (Fabrication Impacts) b. CCO 123, S1 (Shop Drawings, OBG Lifts 12 thru 14) • Tony Anziano summarized the contents and modifications made to CCO's 108, S1 and 123, S1 since they were last presented to the TBPOC on November 5. Jon Tapping presented the outcome of the negotiations with ABF earlier in the day. o Details of the CCO's, concerns, offers and counteroffers were discussed. • The TBPOC agreed on the strategic items to present to ABF for their consideration and decision by November 17, 2009.	• The TBPOC deferred action on CCO's 108, S1 and 123, S1 until November 17 at a conference call to be scheduled for this purpose. o Staff to schedule a conference call on Tuesday, November 17, 4:00 PM – 5:00 PM. • Tony Anziano and Jon Tapping to convey to ABF the TBPOC's counteroffers on CCO 123, S1 and CCO 108, S1, and alert them to the November 17, 2009 deadline.
2. PROGRESS REPORTS a. Final Third Quarter 2009 Project Progress and Financial Update • Steve Heminger, the Chair, pointed to the minor changes he made to the cover letter of the final Third Quarter 2009 Project Progress and Financial Update, to which the other members of the Committee agreed.	• The TBPOC **APPROVED** the Third Quarter 2009 Project Progress and Financial Update, as presented.

Items	Action
o He referred to the Program Cost and Schedule Summaries on pages 6 and 7 of the report and suggested discussing at an upcoming TBPOC meeting the assumptions on schedule and cost forecasts in preparation for a 4th Quarter revision.	• Agendize 4th Quarter report schedule discussion at the January 7, 2010 TBPOC meeting.
3. OTHER BUSINESS a. Eyebar Repair • Andy Fremier reported on the eyebar type selection meeting he attended. He requested that the Department do a presentation on the eyebar repair to the BATA Oversight Committee in December 2009. The PMT will discuss and review the presentation. • Brian Maroney confirmed that external experts will be consulted. b. S-Curve • An update on the preventive measures that have been taken and yet to be taken to reduce speeding on the S-curve was provided and discussed.	

Adjourned: 5:06 PM

CONFERENCE CALL MINUTES
November 13, 2009, 4:00 PM –5:00 PM

APPROVED BY:

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

_____ _____
RANDELL H. IWASAKI, Director Date
California Department of Transportation

_____ _____
BIMLA G. RHINEHART, Executive Director Date
California Transportation Commission

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a6

Item- Consent Calendar
TBPOC November 17, 2009 Conference Call Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the November 17, 2009 Conference Call Minutes.

Attachment(s):
November 17, 2009 Conference Call Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES
November 17, 2009, 4:00 PM – 5:00 PM

Attendees: TBPOC Members: Steve Heminger, Randy Iwasaki**,** and Bimla Rhinehart
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller
Participants: Michele DiFrancia, Beatriz Lacson, Rick Land, Peter Lee, Brian Maroney, Dina Noel, Jon Tapping, Ken Terpstra and Jason Weinstein

Convened: 4:08 PM

Items	Action
1. SELF-ANCHORED SUSPENSION SUPERSTRUCTURE a. CCO 108, S1 (Fabrication Impacts) b. CCO 123, S1 (Shop Drawings, OBG Lifts 12 thru 14) • Steve Heminger, the Chair, reported on his telephone conversation with Bob Luffy regarding these two CCO's. o Using the CCO 108 Summary of ABF vs Caltrans Preliminary Cost Estimate, the Chair enumerated the corresponding figures that he and Bob Luffy settled for each item, which added up to a total of $47 million for CCO 108, S1. o ABF accepted the $4,750,000 for CCO 123, S1 with the following revised shop drawing dates: - Lift 13E – January 25, 2010 - Life 13W – February 15, 2010 - Lift 14E – March 1, 2010 - Lift 14W – March 1, 2010 o The TBPOC agreed to the negotiated items and tasked Jon Tapping with wrapping up both CCO's expeditiously for PMT review and ABF signature.	• The TBPOC **APPROVED** CCO's 108, S1 and 123, S1, as presented. o Jon Tapping to process both CCO's for PMT review and immediate transmittal to ABF.

Items	Action
• It was noted that there will likely be legislative hearings on the eyebar on December 16 and January 13, 2010, which conflict with the MTC and BATA OC meetings.	• Agendize legislative hearing discussion for the TBPOC December 3 meeting.
2. OTHER BUSINESS a. S-Curve • A brief update on the preventive measures taken to reduce speeding on the S-curve was provided.	

Adjourned: 4:48 PM

CONFERENCE CALL MINUTES
November 17, 2009, 4:00 PM –5:00 PM

APPROVED BY:

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

_____ _____
RANDELL H. IWASAKI, Director Date
California Department of Transportation

_____ _____
BIMLA G. RHINEHART, Executive Director Date
California Transportation Commission

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3b

Item- Consent Calendar
2010 TBPOC Revised Meeting Calendar

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Attached, for your approval, is the 2010 TBPOC Meeting Calendar which has been revised to reflect the re-scheduling of the February 4, 2010 meeting to February 2, 2010 (no change in meeting time and venue).

Attachment:
2010 TBPOC Meeting Calendar (as of December 3, 2009)

2010 TBPOC Meeting Calendar
(as of December 3, 2009)

Rev. 1, 12/03/09

Jan-10

MON	TUE	WED	THU	FRI
				HOLIDAY 1
PMT 4	5	6	TBPOC Bay 7	8
PMT 11	12	BATA OC 13	CTC 14	15
HOLIDAY 18	PMT 19	20	21	22
PMT 25	26	MTC 27	28	29

1 - New Years Day Observed
18 - M L King Jr's Birthday

Feb-10

MON	TUE	WED	THU	FRI
PMT 1	TBPOC Bay 2	3	4	5
PMT 8	9	BATA OC 10	4 Final 11	4 Leg 12
Holiday 15	PMT 16	17	18	19
PMT 22	23	MTC CTC 24	CTC 25	26

15 - Washington's Birthday

Mar-10

MON	TUE	WED	THU	FRI
PMT 1	2	BATA OC 3	TBPOC Sac 4	5
PMT 8	9	10	11	12
PMT 15	16	17	18	19
PMT 22	23	MTC 24	25	26
PMT 29	30	HOLIDAY 31		

31 - Cesar Chavez's Birthday

Apr-10

MON	TUE	WED	THU	FRI
			TBPOC Bay 1	2
PMT 5	6	BATA OC CTC 7	CTC 8	9
PMT 12	13	14	15	16
PMT 19	20	21	22	23
PMT 26	27	MTC 28	29	30

May-10

MON	TUE	WED	THU	FRI
PMT 3	4	5	TBPOC Bay 6	7
PMT 10	11	1Final BATA OC 12	1Leg 13	14
PMT 17	18	CTC 19	CTC 20	21
PMT 24	25	MTC 26	27	28
HOLIDAY 31				

31 - Memorial Day

Jun-10

MON	TUE	WED	THU	FRI
	PMT 1	2	TBPOC Sac 3	4
PMT 7	8	BATA OC 9	10	11
PMT 14	15	16	17	18
PMT 21	22	MTC 23	24	25
PMT 28	29	CTC 30		

Jul-10

MON	TUE	WED	THU	FRI
			CTC 1	2
HOLIDAY 5	PMT 6	BATA OC 7	TBPOC Bay 8	9
PMT 12	13	14	15	16
PMT 19	20	21	22	23
PMT 26	27	MTC 28	29	30

5 - Day after Independence Day

Aug-10

MON	TUE	WED	THU	FRI
PMT 2	3	4	TBPOC Bay 5	6
PMT 9	10	CTC 11	2 Final CTC 12	2 Leg 13
PMT 16	17	18	19	20
PMT 23	24	25	26	27
PMT 30	31			

Sep-10

MON	TUE	WED	THU	FRI
		1	TBPOC Sac 2	3
HOLIDAY 6	PMT 7	BATA OC 8	9	10
PMT 13	14	15	16	17
PMT 20	21	MTC 22	CTC 23	24
PMT 27	28	29	30	

6 - Labor Day

Oct-10

MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	TBPOC Bay 7	8
HOLIDAY 11	PMT 12	BATA OC 13	14	15
PMT 18	19	20	21	22
PMT 25	26	MTC 27	28	29

11 - Columbus Day

Nov-10

MON	TUE	WED	THU	FRI
PMT 1	2	CTC 3	CTC 4	5
PMT 8	3 Final TBPOC Bay 9	3 Leg BATA OC 10	HOLIDAY 11	12
PMT 15	16	17	18	19
PMT 22	23	MTC 24	HOLIDAY 25	HOLIDAY 26
PMT 29	30			

11 - Veteran's Day
25, 26 - Thanksgiving Day and day after

Dec-10

MON	TUE	WED	THU	FRI
		BATA OC 1	TBPOC Sac 2	3
PMT 6	7	8	9	10
PMT 13	14	MTC 15	16	17
PMT 20	21	22	23	HOLIDAY 24
PMT 27	28	29	30	31

24 - Day before Christmas Day

	Qtrly Rept Schedule
Final	TBPOC Final Comments
Leg	Issue to Legislature

PMT Meetings in Oakland, 1:00 PM - 2:30 PM
TBPOC Meetings in Sacramento, 1:00 PM - 4:00 PM
TBPOC Mtgs in Bay Area, 10AM - 1PM

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Peter Lee, Senior Program Coordinator, BATA

RE: Agenda No. - 3c

Item- Consent Calendar
FHWA 2009 Annual Update to the Financial Plan

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
TBPOC approval of the 2009 Annual Update submitted to the Federal Highway Administration (FHWA) is being requested. The annual update provides similar and consistent information as the TBPOC quarterly reports, but with a more detailed cash flow for program expenditures.

The PMT has reviewed the report and recommends it for the TBPOC approval. BATA's Finance Group is finalizing the report cashflow for consistency with BATA's current Plan of Finance. BATA finance staff will provide their final comment to the report at the December 3 TBPOC meeting. No major revisions are anticipated.

Attachment(s):

1. 2009 Annual Update to the Financial Plan of the East Span of the San Francisco–Oakland Bay Bridge Seismic Safety Projects

2009 ANNUAL UPDATE TO THE FINANCE PLAN OF THE SAN FRANCISCO – OAKLAND BAY BRIDGE EAST SPAN SEISMIC SAFETY PROJECT

This annual update is submitted by the California Department of Transportation (Department) in accordance with the requirements of Section 1305 (b) of the Transportation Efficiency Act for the 21st Century, and Title 23 United States Code, Section 106 (h).

Introduction and Summary

The San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Safety Project (ESSSP) is part of the $8.685 billion Toll Bridge Seismic Retrofit Program (TBSRP). The TBSRP was established to finance the retrofit or replacement of seven state-owned toll bridges. The funding plan for the TBSRP was established by Senate Bill (SB) 60 in 1997, Assembly Bill (AB) 1171 in 2001, and AB 144/SB 66 in 2005.

AB 144 established a comprehensive financial plan for the TBSRP, including the consolidation and financial management of all toll revenues collected on the state-owned toll bridges in the San Francisco Bay Area under the jurisdiction of the Bay Area Toll Authority (BATA). The bill provides $630 million in additional state funds and authorizes BATA to increase tolls on the Bay Area state-owned toll bridges by at least an additional $1.00 on January 1, 2007 to provide adequate funding to complete the TBSRP.

In addition, AB 144 and SB 66 significantly strengthen the program and project oversight activities for the TBSRP. The bills created the Toll Bridge Program Oversight Committee (TBPOC) to implement project oversight and control processes for the TBSRP. The TBPOC is comprised of the Director of the Department of Transportation (Caltrans), the Executive Director of BATA, and the Executive Director of the California Transportation Commission (CTC). The TBPOC's program oversight activities include review and approval of contract bid documents, review and resolution of project issues, evaluation and approval of contract change orders and claims, and the issuance of monthly and quarterly progress reports.

Under AB 144, the baseline budget to retrofit or replace the seven state-owned toll bridges was set at $7.785 billion and a $900 million program contingency, for a total program budget of $8.685 billion. The bill reaffirms the self-anchored suspension design for the SFOBB East Span connector. The budgeted total program costs and the funding sources remain unchanged from AB 144.

The finance plan outlined in this annual update includes fund sources for the entire TBSRP, including the $900 million program contingency. Currently, the only bridge remaining to be completed in the TBSRP is the SFOBB East Span Seismic Safety Project (ESSSP). Some of the seismic work on the completed bridges was accomplished at less cost than budgeted. These savings are available to augment the program contingency. Currently, $97.5 million in savings has been realized from the Richmond-San Rafael Bridge Seismic Retrofit project which was completed in October 2005.

Program Budget

AB 144 established a funding level of $8.685 billion for the TBSRP. The entire program is financed through a combination of toll revenues, federal, state and local funds.
See *Table 1. Toll Bridge Seismic Retrofit Program Budget.*

Table 1. Toll Bridge Seismic Retrofit Program Budget as of September 30, 2009 ($ Millions)

		Budgeted	Funding Available & Contributions
Financing			
	Seismic Surcharge Revenue AB 1171	$2,282	$2,282.0
	Seismic Surcharge Revenue AB 144	$2,150	$2,150.0
	BATA Consolidation	$820	$820.0
	Subtotal - Financing	**$5,252**	**$5,252.0**
Contributions			
	Proposition 192	$790	$789.0
	San Diego Coronado Toll Bridge Revenue Fund	$33	$33.0
	Vincent Thomas Bridge	$15	$6.9
	State Highway Account[1][2]	$745	$745.0
	Public Transportation Account[1][3]	$130	$130.0
	ITIP/SHOPP/Federal Contingency	$448	$100.0
	Federal Highway Bridge Replacement and Rehabilitation (HBRR)	$642	$642.0
	SHA - East Span Demolition	$300	
	SHA - "Efficiency Savings"[4]	$130	$10.0
	Redirect Spillover	$125	$125.0
	Motor Vehicle Account	$75	$75.0
	Subtotal - Contributions	**$3,433**	**$2,655.9**
Total Funding		**$8,685**	**$7,907.9**
Encumbered to Date			**$7,185.4**
Remaining Unallocated			**$722.5**
Expenditures:			
	Capital Outlay		**$4,763.2**
	State Operations		**$1,259.3**
	Total Expenditures		**$6,022.5**
Encumbrances:			
	Capital Outlay		**$1,151.0**
	State Operations		**$11.9**
	Total Encumbrances		**$1,162.9**
Total Expenditures and Encumbrances			**$7,185.4**

[1] The California Transportation Commission adopted a new schedule and changed the PTA/SHA split on December 15, 2005.

[2] To date, $645 million has been transferred from the SHA to the TBSRP, including the full $290 million transfer scheduled by the CTC to occur in 2005-06. An additional $100 million has been expended directly from the account.

[3] To date, $130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.

[4] To date, $10 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" identified under AB 144. Approximately $120 million remains to be distributed as scheduled by the CTC.

Notes:
Program budget includes $900 million program contingency.

As of September 30, 2009, $7.9 billion has been made available for the TBSRP. $5.2 billion from Seismic Surcharge Revenue and BATA Consolidation. $2.66 billion from contributions from federal, state and local funds. Through September 2005, $789 million provided by Proposition 192 has been allocated by the CTC. The final $1 million from the budgeted Proposition 192 contribution will become available to the TBSRP upon allocation by CTC. Caltrans plans to request the final $1 million Proposition 192 allocation at future CTC meeting. The budgeted $448 million ITIP/SHOPP/Federal Contingency contribution has been scheduled as SHOPP funding. There are no federal funds included in this contingency item. The schedule to transfer ITIP/SHOPP/Federal Contingency, the SHA – East Span Demolition, and the SHA – Efficient Savings are shown in *Table 2. Schedule of Contributions to the Toll Bridge Seismic Retrofit Program*. For contributions from Vincent Thomas Bridge (VTB), the remaining $8.1 million budgeted contribution is not available. When funds from the VTB account were transferred to the TBSRP, the VTB account was short $8.1 million. Therefore, the TBSRP has an $8.1 million shortfall.

In December 2005, the CTC adopted the schedule for the transfer of funds to pledge state fund contribution to the financing of the TBSRP per BATA's adopted finance plan. The approved schedule of contribution is shown in *Table 2 – Schedule of Contribution to the Toll Bridge Seismic Retrofit Program*. The final $1 million from the budgeted Proposition 192 contribution to be allocated by CTC as discussed in the Program Funding and Financing section is in addition to the contributions shown in Table 2. When CTC approved the allocation, Table 2 will be updated.

Table 2. Schedule of Contributions to the Toll Bridge Seismic Retrofit Program ($ in Millions)

Source	Description	2005 - 06 (Actual)	2006 - 07 (Actual)	2007 - 08 (Actual)	2008 - 09 (Actual)	2009 - 10 (Actual)	2010 - 11	2011 - 12	2012 - 13	2013 - 14	Total
AB 1171	SHA	290									290
	PTA	80	40								120
	Highway Bridge Replacement and Rehabilitation (HBRR)	100	100	100	42						342
	Contingency				1	99	100	100	148		448
AB 144	SHA*	2	8				53	50	17		130
	Motor Vehicle Account (MVA)	75									75
	Spillover		125								125
	SHA**									300	300
		547	273	100	43	99	153	150	165	300	1830

* Caltrans Efficiency Savings

** SFOBB East Span Demolition Cost

Program Financing and Cash Flow Projections

AB 144 consolidated the administration of all toll revenues collected on the state-owned Bay Area toll bridges and financing of the TBSRP under the jurisdiction of the BATA. BATA has direct programmatic responsibilities for the administration of all toll revenues collected on the state-owned bridges in the Bay Area and responsibilities for financial management of the TBSRP, including:

- Administrative responsibility for collection and accounting of all toll revenues.
- Authorization to increase tolls on the state-owned bridges by $1.00, effective no sooner than January 1, 2007.
- Project level toll setting authority as necessary to cover additional cost increases beyond the funded $900 million program contingency in order to complete the toll bridge seismic retrofit program.
- Assumption of funding all of the roadway and bridge structure maintenance from Caltrans once bridge seismic retrofit projects are completed.

In accordance with its responsibilities provided under the law, in September 2005, BATA adopted a finance plan for the TBSRP. The major components of the finance plan include:

- Issuing $6.2 billion in debt, including defeasance of $1.5 billion in outstanding State Infrastructure Bank bonds and commercial paper.
- Increasing tolls on the state-owned bridges by $1.00 (from $3.00 to $4.00 for two-axle vehicles), effective January 1, 2007.
- Securing the maximum amount of state funding early in the construction schedule to most efficiently use toll funds (see discussion below).
- Locking in historically low interest rates to the extent possible in order to improve the chances that the entire toll program construction and the operations and maintenance can be delivered within the $4.00 auto toll level.

In September 2005, BATA approved a Finance Plan for the TBSRP and other toll bridge improvement programs dependent on toll revenues from the state-owned bridges. The finance plan calls for $6.2 billion in new debt issuances, including defeasance of the existing outstanding I-Bank bonds. Consistent with the finance plan, in December 2005, BATA approved the issuance of up to $1.0 billion of 2006 toll bridge revenue bonds. The bond issuance will provide adequate cash flow to fund the SAS contract for the ESSSP, which was awarded on May 3, 2006.

Furthermore, in March 2006, BATA approved the issuance of $1.3 billion in bonds to defease the I-Bank bonds approved in October 2005. Additionally, pursuant to the law, BATA held two public hearings, one in October and one in November 2005, to receive public testimony regarding the proposed $1.00 seismic surcharge toll increase beginning on January 1, 2007 on the state-owned toll bridges in the Bay Area. BATA approved the toll increase on January 25, 2006.

Furthermore, SB 66, enacted on September 29, 2005, appropriates $75 million of specified Motor Vehicle Account funds and $125 million of other specified state funds for state-owned toll bridges in the Bay Area. These funds have already been transferred to the Toll Bridge Seismic Retrofit Account.

Additionally, the following pro forma financial statement projects the financial operations and results for BATA for fiscal years 2010-2018. See *Table 3. BATA Pro Forma Financial Projections*.

Table 3. BATA Pro Forma Financial Projections

Bay Area Toll Authority
Pro Forma Financial Projections
($ in Thousand)
Updated December 22, 2008

	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Operating Revenue									
Toll Revenue	$ 466,287	$ 578,176	$ 581,067	$ 583,972	$586,893	$589,826	$592,776	$595,739	$598,718
Interest Income	57,790	56,926	49,976	43,241	30,275	30,159	29,606	30,063	32,303
Total Operating Revenue	$ 524,077	$ 635,102	$ 631,043	$ 627,213	$ 617,168	$ 619,985	$ 622,382	$ 625,802	$ 631,021
Operating Expenses									
Other Operating Expenses*	$ (67,593)	$ (67,756)	$ (68,234)	$ (68,718)	$ (69,210)	$ (69,708)	$ (70,213)	$ (70,726)	$ (71,245)
Toll Operating Expenses	(66,822)	(66,988)	(73,943)	(74,535)	(76,285)	(78,085)	(79,934)	(81,835)	(83,789)
Total Operating Expenses	$ (134,415)	$ (134,744)	$ (142,177)	$ (143,253)	$ (145,495)	$ (147,793)	$ (150,147)	$ (152,561)	$ (155,034)
Net Before Debt Service	$ 389,662	$ 500,358	$ 488,866	$ 483,960	$ 471,673	$ 472,192	$ 472,235	$ 473,241	$ 475,987
Debt Service	(272,308)	(340,524)	(340,437)	(398,055)	(418,662)	(467,375)	(519,670)	(519,724)	(519,698)
Net Operating Revenue	$ 117,354	$ 159,834	$ 148,429	$ 85,905	$ 53,011	$ 4,817	$ (47,435)	$ (46,483)	$ (43,711)
State Contribution (AB144/SB66)									
CONTINGENCY **	$ 99,000	$ 100,000	$ 100,000	$ 148,000		$ -	$ -	$ -	
EFFICIENCY SAVINGS**		$ 53,000	$ 50,000	$ 17,000					
HBRR **									
Total State Contribution	$ 99,000	$ 153,000	$ 150,000	$ 165,000	$ -	$ -	$ -	$ -	$ -
Debt Proceeds	2,088,001		1,000,000	270,000	780,000	345,000	-	-	
Total Non Operating Revenue	$ 2,187,001	$ 153,000	$ 1,150,000	$ 435,000	$ 780,000	$ 345,000	$ -	$ -	$ -
Total TBSRP Expenses	$ (588,009)	$ (587,281)	$ (574,513)	$ (799,619)	$ (627,710)	$ (215,458)	$ (52,351)	$ -	
Beginning Balance	$ 1,765,000	$ 1,597,251	$ 855,679	$ 1,217,981	$ 604,497	$ 602,789	$ 630,710	$ 602,596	$ 651,106
Total Net Income	1,716,346	(274,447)	723,916	(278,714)	205,301	134,359	(99,786)	(46,483)	(43,711)
Misc Transfers/Costs	(1,884,095)	(467,125)	(361,614)	(334,770)	(207,009)	(106,438)	71,672	94,993	95,202
Ending Fund Balance	$ 1,597,251	$ 855,679	$ 1,217,981	$ 604,497	$ 602,789	$ 630,710	$ 602,596	$ 651,106	$ 702,597

Base Assumptions:	
Revenue Assumptions	
Total Growth Rate	down 1% in 2010; flat in 2011
Bay Bridge	flat 2011-2012; grows at 0.5% until capped at 43m cars (2036), then flat
All Other Bridges	grow at 0.5% in 2012
Interest Earnings Assumptions	
Fund Balance Earnings	2.52%
Floating Rate Bonds	1.33%
Expenses	
Operating and Maintenance	3.5% to 2014; 3% after
*MTC to BATA transfers	
** CTC adopted pmt schedule	
Contingency	
HBRR	
Efficiency Savings	

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Project Description

The SFOBB ESSSP will be seismically retrofitted through the complete replacement of the existing span. The project includes construction of the Skyway portion of the bridge, which consists of two parallel concrete structures, each approximately 1.3 miles in length; an SAS bridge consisting of a 510-foot tower supporting a bridge deck connecting the Skyway to Yerba Buena Island Transition Structures (YBITS) on YBI and on the east end of the bridge connecting the bridge to the toll plaza area, and the demolition of the existing east span after the new bridge is completed.

The SFOBB ESSSP now consists of 21 contracts. Construction of the Oakland Touchdown (OTD) Approach Structures and the YBITS has been split into multiple contracts to facilitate construction flow and to accelerate some elements of work off the critical path for the completion of the new east span.

Current Status

The current 21 contracts for SFOBB ESSSP are identified below:

Twelve contracts are **complete**:

- Interim Retrofit (Existing Bridge)
- East Span Retrofit (Existing Bridge)
- Pile Installation Demonstration
- OTD Geofill
- YBI Archaeology
- United States Coast Guard (USCG) Road Relocation on YBI
- SAS Land Foundations (W2)
- YBI Electrical Substation
- OTD Submarine Cable
- Skyway
- SAS Marine Foundations (E2/T1)
- Stormwater Treatment Measures

Three contracts are under **construction**:

- South/South Detour (79 percent complete)
- SAS (45 percent complete)
- OTD Contract 1 (83 percent complete)

Six contracts are in **design**:

- YBITS No. 1 contract has been advertised.
- OTD Contract 2 (construct eastbound superstructure, landscaping, and maintenance road).
- OTD Portions of the Corridor Electrical Contract: This scope may be executed as a separate contract, or alternatively, may be included within OTD Contract 2 and/or the other contracts within the east span corridor.
- YBITS No.2 contract
- YBITS No.3 Landscape contract

- Existing Bridge Demolition

Project Timeline/Implementation Plan

The current schedule anticipates that the new westbound (WB) SFOBB East Span will be open to traffic by 2012 and the eastbound (EB) SFOBB East Span by 2013. TBPOC has challenged the project team to accelerate the delivery of the SAS contract; thereby, the delivery of the TBSRP. Demolition of the existing east span is scheduled to be completed in 2015. See *Table 4. SFOBB ESSSP Baseline and Projected Schedule Summary.*

Table 4. SFOBB ESSSP Baseline and Projected Schedule Summary

Contract	AB 144/SB 66 Baseline Project Completion Date	Approved Changes (Months)	Current Approved Schedule	3rd Quarter 2009 Forecast Project Completion date	Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	
SAS Marine Foundation	June 2008	(5)	January 2008	January 2008	
SAS Superstructure	March 2012	12	March 2013	March 2013	
YBI Detour	July 2007	41	December 2010	December 2010	
YBI Transition Structures (YBITS)	November 2013	12	November 2014	November 2014	
YBITS 1			September 2013	September 2013	
YBITS 2			November 2014	November 2014	
Oakland Touchdown	November 2013	12	November 2014	November 2014	
OTD1			May 2010	May 2010	
OTD 2			November 2014	November 2014	
Submarine Cable			January 2008	January 2008	
Existing Bridge Demolition	September 2014	12	September 2015	September 2015	
Stormwater Treatment Measures	March 2008		March 2008	March 2008	
Westbound Open	September 2011	12	September 2012	December 2012	3
Eastbound Open	September 2012	12	September 2013	September 2013	

The opening of the new WB and EB lanes of the SFOBB ESSP involves three segments: YBITS, SAS, and OTD. These three segments are being built and administered by three separate contracts with different construction completion dates. Construction activities on YBITS and OTD No. 2 contracts will continue beyond opening of the EB lanes of the East Span. For the YBITS contract, these construction activities are to build the new EB on-ramp to Route 80, and to restore the local roads on YBI that are impacted by the construction of the new East Span. For the OTD No. 2 contract, these construction activities are to remove the EB Route 80 Detour, to construct the remaining bike path, construct Caltrans Maintenance road, and landscaping the OTD area.

It should be noted that the schedules shown do not at this time include the potential near "worst-case" issues that may affect the schedule identified in the SFOBB ESSSP Risk Management Plan. The project team continuously works on measures to mitigate risks identified by the Risk Management team.

For additional information regarding the Implementation Plan, please refer to Attachment 1, Third Quarter 2009 TBSRP Report.

Cost Estimate

TBSRP Reporting

The Department, together with the TBPOC, uses three primary measures to monitor and report the financial status of the SFOBB ESSSP: the Baseline Budget established by California AB 144 of 2005, the current TBPOC Approved Budget, and the current Forecast Cost.

Baseline Budget

The budget established when AB 144 became law in July 2005 was the baseline budget.

Forecast Cost

The TBSRP forecast cost at completion depends on the quality of plans, contractor's performances, construction administration and effectiveness of implementing risk mitigation measures. Consequently, the Department has undertaken a probabilistic assessment of the expected program cost at completion. Quantitative cost risk analyses associated with TBSRP Capital Outlay (CO) and Capital Outlay Support (COS) are reported in the Quarterly Risk Management Report (QRMR) and considered in the TBPOC's cost forecasts.

Cost History

The AB 144/SB 66 baseline budget for the SFOBB ESSSP was $5.487 billion with $959.3 million in COS and $4.527 billion in CO. As of this report, the TBPOC approved budget changes to some of the SFOBB ESSSP contracts. The TBPOC current approved budget was $5.753 billion, an increase of about $266 million from the AB 144/SB 66 baseline budget. The TBPOC approved change is funded by redirected project savings from the Richmond-San Rafael Bridge, savings from other completed contracts within the East Span, and from the program contingency. The Third Quarter 2009 forecast of the SFOBB ESSSP was $6.252 billion. See *Table 5. Toll Bridge Seismic Retrofit Program, Cost History*.

Table 5. Toll Bridge Seismic Retrofit Program, Cost History. (Millions)

Contract	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget	3rd Quarter 2009 Forecast	Variance
a	b	c	d = b + c	f	g = f - d
Completed Projects					
Benicia-Martinez	177.8	-	177.8	177.8	-
Carquinez	114.2	-	114.2	114.2	-
San Mateo-Hayward	163.5	-	163.5	163.5	-
Vincent Thomas	58.5	-	58.5	58.5	-
San Diego-Coronado	103.5	-	103.5	103.5	-
SFOBB West Span	307.9	-	307.9	307.9	-
Richmond-San Rafae	914.0	-97.5	816.5	816.5	-
SFOBB West Approach	429.0	41.7	470.7	455.1	-15.6
Ongoing Projects					-
SFOBB East Span	5,486.6	266.2	5,752.7	6,251.9	499.2
Capital Outlay Support	959.3		959.3	1,203.1	243.8
Capital Outlay	4,527.3	266.2	4,793.4	5,048.8	255.4
Skyway	1,293.0	-38.9	1,254.1	1,254.1	
SAS Superstructure	1,753.7		1,753.7	2,014.1	260.4
SAS E2/T1 Foundations	313.5	-32.6	280.9	280.9	
YBI South/South Detour	131.9	360.9	492.8	504.0	11.2
YBI Structures	299.3	-23.2	276.1	285.9	9.8
YBITS 1				223.2	
YBITS 2				59.4	
YBITS 3				3.3	
Oakland Touchdown	283.8		283.8	289.0	5.2
OTD Submarine Cable				9.6	
OTD Westbound				211.0	
OTD Eastbound				64.0	
OTD Electrical Systems				4.4	
Existing Bridge Demolitior	239.2		239.2	232.1	-7.1
Stormwater Treatment Measures	15.0	3.3	18.3	18.3	
East Span Completed Projects	90.3		90.3	90.3	
Right-of-Way and Environmental Mitigation	72.4		72.4	72.4	
Other Budgeted Capital	35.1	-3.3	31.8	7.7	-24.1
Miscellaneous Program Costs	30.0		30.0	30.0	
Subtotal TBSRP (CO and COS)	7,785.0	210.4	7,995.3	8,478.9	483.6
Net Programmatic Risks				165.4	165.4
Program Contingency	900.0	-210.3	689.7	40.7	-649.0
TOTAL	**8,685.0**	-	**8,685.0**	**8,685.0**	**0.0**

Note: Details may not sum to totals due to rounding effects.

Summary of Significant Cost Change

The TBSRP Quarterly Report includes a discussion of the status of TBSRP projects and financial information consisting of baseline costs and forecast costs. The TBSRP Quarterly Report currently includes a discussion of risks and the adequacy of Program Contingency provided by Risk Management.

Caltrans continuously evaluates project and contract cost forecasts. The forecast as of September 30, 2009, includes revised forecasts from the AB 144/SB 66 baseline budget and TBPOC approved budget, is as follows:

- The total Capital Outlay Support forecast for the SFOBB ESSSP is $1,203 million an increase of $243.8 million over the approved budget. The increase is due primarily to schedule change and labor rates increase.

- A decrease of $38.9 million in the budget for the Skyway contract due to savings after contract closeout.

- A decrease of $32.6 million in the budget for the SAS Marine Foundation (E2/T1) contract due to savings after contract closeout.

- A forecast of $260.4 million increase for the SAS Superstructure contract to cover delay risks and other challenges as identified in the Risk Management section of this report.

- In June 2009 TBPOC approved a revised budget for the YBIT Detour contract from $442.2 million to $492.8 million due to cost related to mitigation of the risks associated with the East-Tie-In.

All of the approved cost increases discussed above can be funded from a combination of savings from closeout contracts (Richmond-San Rafael, Skyway, and SAS Marine Foundation), and also from the program contingencies.

For additional information, please refer to *Appendix B. TBSRP East Span Only AB 144/SB66 Baseline Budget, Forecasts, and Expenditures through September 30, 2009,* pages 68 and 69 of *Attachment 1. Third Quarter 2009 TBSRP Report.*

SFOBB ESSSP Risk Management

Caltrans continues to implement comprehensive risk management on all SFOBB ESSSP contracts in accordance with AB 144. Currently, Caltrans and BATA have embarked on an initiative to manage risk jointly. Risk response efforts continue to focus on encouraging responsive bids for future contracts and mitigating the estimated cost and schedule impacts of identified risks. Updates of these risk management activities are included in *Attachment 1- Toll Bridge Seismic Retrofit Program Report, Third Quarter ending September 30, 2009.*

Cost and schedule risk management activities are ongoing for all contracts. The "bottom line" of cost risk analysis is whether the Program Reserve remains adequate to cover project risks. AB144 requires Caltrans to regularly assess the adequacy of the Program Reserve.

AB 144 set a $900 million Program Reserve (also referred to as the Program Contingency). Subsequently, with savings realized from completed projects and with TBPOC approval of scope and budget changes for projects in the TBSR Program, the Program Contingency is currently at $689.7 million. See *Table 5 - Toll Bridge Seismic Retrofit Program, Cost History.*

Each contract has a contingency allowance within its budget. The sum of these contingency allowances is compared to the total of capital outlay, capital outlay support and program risks. Any excess of the risks over the contingency allowances represents a potential draw on the Program Contingency (the reserve). As of the end of the second quarter 2009, the potential draw on Program Contingency ranged from about $500 million to $780 million, as shown in Figure 1.

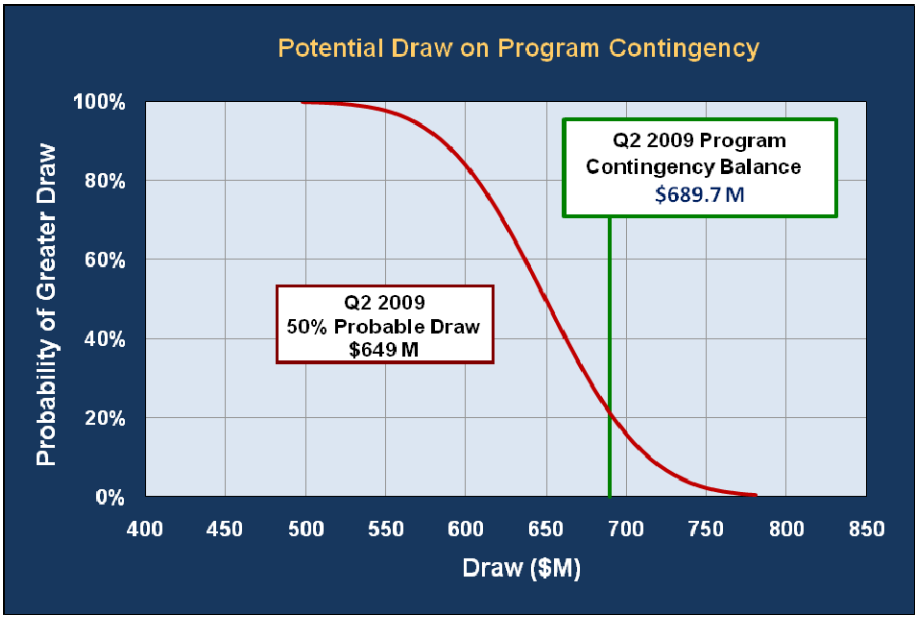

Figure 1. Potential Draw on Program Contingency

Figure 2 shows the trend of Program Contingency and the range of potential draw from 2007 into 2009.

The Program Contingency is at $689.7 million according to the TBPOC Q2 2009 Approved Budget, down from $757.3 million in the previous year because the budget of the West Approach and YBI Detour contract was increased.

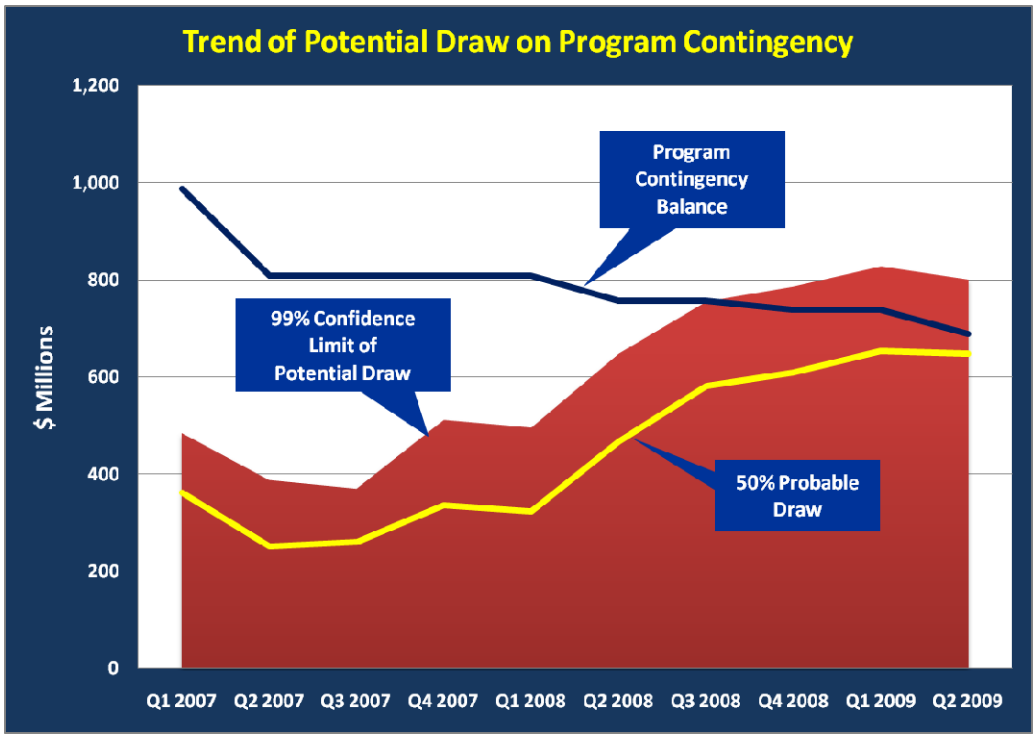

Figure 2 – Program Contingency Trend

The solid area depicts the range of potential draw on the program contingency balance and covers about 99% of all possible outcomes. The data is derived from the quantitative risk analyses results for each quarter.

In 2008, the range of potential draw increased by $103 million in the 3rd quarter primarily due to an updated schedule delay risk analysis for the SAS project. The range widened by $28 million in the 4th quarter driven primarily by costs associated with accelerating YBI Detour work to achieve traffic switch on Labor Day 2009. In 2009, the range of potential draw increased by $43 million in the 1st quarter due to increases in potential COS delay costs. The program contingency was reduced by $50 million in the 2nd quarter to pay for CCOs on the YBI Detour, the range of risks on the YBI Detour project was reduced by the same $50 million, with the net effect that the overall program cost profile was little changed in the 2nd quarter.

The Program Contingency is currently sufficient to cover the probable cost (50% probability) of the identified risks but the top end of the range of potential draw now exceeds the Program Contingency balance. Ongoing risk mitigation actions are being developed to reduce the potential draw on the Program Contingency.

Risk Management Milestones

The West Approach contract was accepted on April 8, 2009 and the risk management assessment for the project was concluded. The project was completed under its current budget, there were no claims outstanding and the final estimate for the project was run in early July 2009. Caltrans

implemented a formal risk assessment process for the West Approach contract early in the contract. The risk management team effectively forecast a range for the final project cost well in advance of project completion. The West Approach contract shows the value of using risk management to assist the project managers with program financial forecasting.

Major Risk Issues

While risk identification, updating and mitigation activities are ongoing on all contracts in the project, Caltrans has identified six risk areas that are critical and formed focus teams to formulate and implement opportunity and risk response strategies in each of these areas. The focus teams are continuing their work and provide regular updates on risk response strategies.

1. Self-Anchored Suspension (SAS) Tower and Deck Fabrication

The Fabrication Focus Team (Team China) is continuing its evaluation of the five main elements – machines, information, manpower, materials, environment - that might influence the SAS Bridge Fabrication at the Zhenhua Port Machinery Company (ZPMC) in China. It is developing strategies to reduce risk and to accelerate fabrication while maintaining the specified quality.

Update:

Three-dimensional models of the East End OBG lifts were developed in the 3rd and 4th Quarters of 2008. The modeling identified many conflicts that were resolved. Development of shop drawings for the East End of the Orthotropic Box Girder (OBG) Lifts 12 – 14 are behind schedule and continue to be worked on. All other fabrication continues in China. Team China continues to monitor fabrication and to look for ways to recover lost time. An understanding was reached in the 2nd quarter 2009 to try and mitigate 6 months of delay by accelerating fabrication. Accelerated target dates for the first shipments have elapsed and mitigating future delays for these shipments is now the focus. Lessons learned by all parties in regard to scheduling work for punchlist items are expected to be applied to future shipments so that the work will be completed off the critical path for delivery.

2. SAS Cable Installation

While the SAS appears to have two cables, there is actually just one continuous main cable that is anchored within the decks at the eastern end where it ties into the Skyway orthotropic box girder sections. This cable is carried over the tower and wrapped around the two side-by-side decks at the western end. The Cable Installation Focus Team is developing strategies and solutions to mitigate potential risks: unique problems in attaining the required cable geometry; difficulties the Contractor may encounter in pulling the unique cable into place; compaction of the cable to the correct dimensions prior to the fitting of the cable bands; and complications during load transfer due to the unique three-dimensional geometry.

Update:

Testing of Parallel Wire Strand occurred recently in Japan. Many lessons were learned from the testing and that information will be used to help refine procedures between now and the actual installation of the Parallel Wire Strand.

3. SAS Barge Crane Procurement and Delivery

The SAS Contractor experienced challenges in obtaining a "Coastwise" certification for its Shearleg Barge Crane ("Barge Crane"). A "Coastwise" certification is required by the Federal Jones Act for operation in U.S. waters. The Barge Crane is essential to SAS bridge construction and is on the critical path of the SAS schedule. Any change to the Contractor's current Barge Crane manufacturing and assembly plan would impact the project.

Update:

The barge crane arrived on-site in early 2009 and has been performing work on the jobsite without any "coastwise" certification issues. This risk is unlikely to be an issue going forward.

4. Corridor Mechanical/Electrical Systems Integration

The mechanical/electrical/piping (MEP) systems include the traffic operations system, Supervisory Control and Data Acquisition system, and the 15 kV power distribution systems as well as longitudinal mechanical pipes which run the length of the bridge. MEP components are critical to the integrity of the bridge. MEP systems must ultimately be fully operational when the new structure is opened to traffic. The MEP Focus Team is developing strategies and solutions to mitigate potential risks related to the MEP systems. Key areas of potential risk have been identified: integrating electrical components from one end of the bridge to the other and determining who will perform the integration; verifying functionality and completeness of all MEP components; identifying the time frame for the construction of MEP components and by which contract; and ensuring MEP systems will function as designed at the completion of the project.

Update:

The MEP Core Team meets every week to work out the details for developing the CCO package of the MEP integration work for the new East Span, this work is over 80% complete and it is likely the CCO will be approved for construction in early 2010.

5. SAS Tower Erection

The SAS steel tower will rise 525 feet above the water and will be installed on the T1 foundation. The tower will consist of four separate tower legs connected by shear link beams. These link beams are designed to flex and to absorb energy generated during a major earthquake. Each of these four separate tower legs will be fabricated in China in 5 sections of varying lengths and transported by ship to the construction site. There, the first section will be lowered over the 150 footing dowels and more than 400 high-strength rods already in place on the T1 footing, and the section will then be bolted down. The subsequent four sections will be attached along with the associated cross bracing and struts. The Tower Erection Focus Team is developing strategies and solutions to mitigate potential risks, including: T1 footing fabrication errors; template errors; footing installation errors; damage by others prior to erection; incorrect use of template at fabrication; mis-drilling of holes in the tower base; field dowel and rod installation

errors; tower alignment tolerance issues; fit up problems with each tower section, cross bracing and struts; alignment and elevation adjustment problems; tower skirt plate problems; field welding issues; and bolted splice fit issues.

Update:

All tower mockups are now complete and trial assemblies of the lower sections of the tower has begun. The Tower Erection Focus Team continues to monitor progress to identify and resolve issues that may affect field erection.

6. YBITS/SAS Hinge Closure Construction

The Bay Bridge traffic needed to be moved onto the new construction detour before the demolition of the existing structure could begin, this in turn will make way for the new YBITS structure. The YBITS contract includes the construction of Hinge K that connects the YBITS to the SAS. The contract plans require a 90-day waiting period from pre-stressing of the YBITS superstructure to placement of the Hinge K closure pour. The intent of the 90-day requirement is to manage and control the impacts of creep and shrinkage to the extent possible to restrict the YBITS from loading the SAS. The Hinge Closure Focus Team is developing options to prevent the risk of delays to the project schedule due to the 90-day requirement.

Update:

On Labor Day 2009 the Bay Bridge traffic was moved onto the new YBI Detour, that weekend's work was the culmination of over twenty months of planning and represented a significant milestone for the program. The successful completion of Detour resulted in a significant reduction in identified risks.

The YBI Transition Structures (YBITS) contract depends on SAS Phase 1 completion when the area around W2 is returned to the YBITS contractor to complete Frame 2 and perform the closure at Hinge K. The current SAS schedule update indicates that Phase 1 completion may be late. A focus team recommended that bid opening be postponed to late 2009 and this risk mitigation measure was approved by the TBPOC. The focus team is also looking at several different options to avoid delay costs on the YBITS contract namely; extending the project duration and/or extending the number of days specified to complete Frame 2 work scope. Additionally the bid opening date for YBITS 1 could be further postponed or the YBITS structure could be kept on falsework for an extended time until the W2 area is cleared by SAS.

In addition, the 90-day waiting period for pre-stressing has been reduced to 75 days and the project team is looking to see if this can be reduced further.

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Summary

The enactment of AB 144 provides the financing necessary to complete the TBSRP as quickly as possible. The bill required the Department and BATA to amend the cooperative agreement to incorporate certain oversight and control responsibilities of each agency. The bill also required the formation of a Toll Bridge Program Oversight Committee, comprised of the Director of the Department, the Executive Director of the BATA, and the Executive Director of the CTC.

All of these requirements have been met. In addition, AB 144 specifies BATA has financial control of the program while the Department has the responsibility for construction. The bill provides that any further cost increases must be paid by BATA.

BATA has the authority to increase tolls to fund these potential cost increases, if necessary. The bill gives BATA control of all three existing dollars and the new fourth dollar imposed on January 1, 2007.

The following attachment incorporated by reference to this annual update:

Attachment 1. Toll Bridge Seismic Retrofit Program Report, Third Quarter ending September 30, 2009

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 3d1

Item- Consent Calendar

Yerba Buena Island Detour – CCO 119, Supplement 2 – Storm Water Pollution and Prevention Plan

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Recommendation:
APPROVAL

Cost:
CCO 119 – Supplement 2: $850,000.00

Schedule Impacts:
None

Discussion:
Staff recommends approval of CCO 119 - Supplement 2 for $850,000 to maintain best management practices on site through the winter of 2010/ 2011.

Contract Change Order 119 - S2 is needed to pay for the extra costs associated with the extended contract completion date of December 2010 to maintain best management practices on site in accordance with the approved Storm Water Pollution and Prevention Plan through the 2010/ 2011 winter season. The original CCO 119 covered the cost to install and implement the best management practices on site, and CCO 119 - Supplement 1 paid for the costs of implementing best management practices throughout the 2009/ 2010 winter.

Attachment(s):

1. Draft CCO 119, S2 and Draft CCO 119, S2 Memorandum
2. Approved CCO 119, S0 Memorandum and Approved CCO 119, S0
3. Approved CCO 119, S1 Memorandum and Approved CCO 119, S1
4. YBID – Implementation Strategy Memo, as of November 23, 2009

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 119	Suppl. No. 2	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.:

To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds.

Estimated Cost of Extra Work at Force Account $850,000.00

Estimated Cost: Increase ☑ Decrease ☐ **$850,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK

FROM: BILL CASEY

FILE: **E.A.** 04 - 0120R4
CO-RTE-PM SF-80-12.6/13.2
FED. NO.

CCO#: **119** SUPPLEMENT#: **2** Category Code: **CXXX**

CONTINGENCY BALANCE (incl. this change) **$45,286,741.59**

COST: **$850,000.00** INCREASE ☑ DECREASE ☐

HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO

SUPPLEMENTAL FUNDS PROVIDED: **$0.00**

IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO

CCO DESCRIPTION:
SWPPP Additional Funds Request

PROJECT DESCRIPTION:
CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**0** Day(s)	**1660** Day(s)	**349** %	**0**

THIS CHANGE ORDER PROVIDES FOR:

Additional funding for installing and maintaining Best Management Practices in accordance with Section 10-1.02, "Water Pollution Control" of the contract Special Provisions.

This project was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The detour encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins. The original contract completion date was July 2005.

Two separate Department strategy memorandums issued on December 14, 2006 entitled 'Strategy for South-South Detour Contract Completion' and December 25, 2006 entitled 'Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order' were approved by Tony Anziano - Toll Bridge Program Manager, Richard Land - Chief Engineer, and the Toll Bridge Program Oversight Committee (TBPOC), recommended that the Department assume responsibility for the designs of the East Tie-In (ETI) and West Tie-In (WTI) portions of this contract, and incorporated seismic retrofit work of the permanent Yerba Buena Island Transition Structure (YBITS) onto this project. The approval of these strategy memorandums extended the project completion date approximately 5 years.

Previously, the Contractor's implementation of their Storm Water Pollution Prevention Plan has been compensated through various combinations of lump sum and unit price contract bid items, agreed change order unit prices, and force account payments. Due to the extended contract duration and to facilitate a more efficient payment method for the SWPPP work performed, Contract Change Order No. 119 was executed to provide compensation for all SWPPP work on a force account basis.

The original Change Order No. 119 provided for the contractor to be compensated on a force account basis to install and maintain Best Management Practices (BMP's) in accordance with their approved Storm Water Pollution Prevention Plan. Supplement No. 1 to Change Order No. 119 provided additional funds for this work to extend through the 2009/2010 winter. Preparations for the coming winter have now been performed and the scope and cost of this work has exceeded the original estimate.

It is now anticipated that additional funding will be required for the contractor to maintain their BMP's through the 2009/2010 winter. With the contract time of completion now extended into December of 2010, additional funding is also anticipated to be required to install and maintain BMP's into the 2010/2011 winter and to leave the worksite in a state consistent with the BMP's at the end of the contract.

The work shall be compensated as extra work at force account at an estimated cost of $850,000.00 which shall be financed from the contract contingency funds. A cost analysis is on file.

No adjustment of contract time is warranted as the change will not affect the controlling operation.

This change was concurred with by Alec Melkonians - Asst. Project Manager and Minh B. Nguyen - Project Engineer.

Maintenance concurrence is not required as the work doesn't affect any permanent roadway features.

CONCURRED BY:		
Construction Engineer:	Jeannie Balderramos	Date
Bridge Engineer:		Date
Project Engineer:	Minh B. Nguyen, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):		Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	($78,936.00)
FORCE ACCOUNT	$850,000.00	$1,850,000.00
AGREED PRICE	$0.00	$10,000.00
ADJUSTMENT	$0.00	$7,875.00
TOTAL	$850,000.00	$1,788,939.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

RECEIVED

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 2/25/2008

TO: MIKE FORNER / DENNIS TURCHON	FILE: E.A. 04 - 0120R4 007647 JUN 2008
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	FED. NO. ACBRIM-080-1(097)N
CCO#: 119 SUPPLEMENT#: 0 Category Code: AXZZ	CONTINGENCY BALANCE (incl. this change) $73,298,284.82
COST: $638,939.00 INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: $0.00	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Project Wide SWPPP	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	0 Day(s)	1195 Day(s)	252 %	7

THIS CHANGE ORDER PROVIDES FOR:

Compensation for future water pollution control costs incurred due to Department caused delays to the contract.

The Temporary Bypass Structure (TBS), encompasses three main structures, the East Tie-In (ETI) to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins. The contract was bid, with an A + B specification, to be completed in 475 calendar days and was awarded in March of 2004. The anticipated completion was the summer of 2005.

Two separate Department strategy memorandums, issued on December 14, 2006 and December 25, 2006, and approved by Tony Anziano - Toll Bridge Program Manager, Richard Land - Chief Engineer, and the Toll Bridge Program Oversight Committee (TBPOC), revised the project completion date to December 2009 and resulted in the following changes to the project scope:

1) The retrofit of a 350-foot section of the concrete deck approaching the Yerba Buena Tunnel was re-sequenced to be performed within the TBS project as opposed to after the traffic switch onto the new east span.
2) The responsibility for the design of both the WTI and ETI structures were taken from the contractor and assumed by the Department.
3) Numerous design enhancements were ordered to the Viaduct in order to create a stand-alone structure.
4) Significant portions of the foundation and substructure work of the future Yerba Buena Island Transition Structure (YBITS) contract were incorporated into this project.

To date, the Contractor's implementation of their Storm Water Pollution Prevention Plan (SWPPP) has been compensated through various combinations of lump sum and unit price contract bid items, agreed change order unit prices and force account payments. Due to the extended contract duration and to facilitate a more efficient payment method for the SWPPP work performed, compensation for all SWPPP work performed after March 21, 2008 shall be paid on a force account basis. This change provides for this force account compensation.

The change order also eliminates the remaining contract bid items pertaining to SWPPP for work not performed.

The elimination of the contract items shall be performed by decreasing the appropriate contract items at contract prices for a net savings of $78,936.00 and a lump sum price of $ 7,875.00 due to the elimination of Item No. 19. Compensation for all SWPPP work as of March 21, 2008 shall be paid as extra work at force account at an estimated cost of $700,000.00 and a unit price of $300.00 for each SWPPP Amendment for an estimated cost of $10,000.00.

The net change order cost of $638,939.00 shall be financed from the contract's contingency funds. A cost analysis is on file.

No adjustment of contract time is warranted, as the work will not affect the controlling operation.

This change was concurred by Alec Melkonians - Asst. Project Manager and Hong Wong - Project Engineer.

Maintenance concurrence is not required, as the SWPPP work doesn't affect any permanent roadway features.

CONCURRED BY:			
Construction Engineer:	Raoul Maltez, Senior TE	Date	3/14/08
Bridge Engineer:		Date	
Project Engineer:	Hong Wong, PE	Date	3/4/08
Project Manager:	Alec Melkonians	Date	3/5/08
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):	Robert Kobal, HQ Asst.Const.Coor	Date	3/7/08
Other (specify):		Date	
District Prior Approval By:		Date	
HQ (Issue Approve) By:	Ken Darby, HQ CCO Engineer	Date	
Resident Engineer's Signature:		Date	3-14-08

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	($78,936.00)	($78,936.00)
FORCE ACCOUNT	$700,000.00	$700,000.00
AGREED PRICE	$10,000.00	$10,000.00
ADJUSTMENT	$7,875.00	$7,875.00
TOTAL	$638,939.00	$638,939.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☑ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 119	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

As of March 21, 2008, all costs associated with the implementation of the Contractor's Storm Water Pollution Prevention Plan (SWPPP) shall be compensated on a force account basis.

No additional contract item payments associated with the Contractor's Storm Water Pollution Prevention Plan shall be made for any work performed after March 20, 2008. No additional compensation concerning the agreed unit prices provided under Contract Change Order No. 45, including Supplement No. 1, shall be made for any work performed after March 20, 2008.

Estimate of Decrease in Contract Item at Contract Price:

Item No. 16: TEMPORARY SOIL STABILIZER					
-15036 M2	(–84.00%)	$1.00 /M2	=	–$15,036.00	(–84.00%)
Item No. 18: TEMPORARY PERIMETER CONTROL BARRIER					
-160 M	(–100.00%)	$165.00 /M	=	–$26,400.00	(–100.00%)
Item No. 19: TEMPORARY CONCRETE WASHOUT FACILITY					
-1 LS	(–100.00%)	$15,000.00 /LS	=	–$15,000.00	(–100.00%)
Item No. 20: TEMPORARY CONSTRUCTION ENTRANCE					
-6 EA	(–100.00%)	$3,000.00 /EA	=	–$18,000.00	(–100.00%)
Item No. 22: TEMPORARY DRAINAGE INLET PROTECTION					
-15 EA	(–35.71%)	$300.00 /EA	=	–$4,500.00	(–35.71%)

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In accordance with Section 4-1.03B(3), "Eliminated Items," of the Standard Specifications, the adjustments due to the elimination of Item #18, Temporary Perimeter Control Barrier, and Item #20, Temporary Construction Entrance, are zero.

There will be no adjustment for the units of work on Item No. 16, Temporary Soil Stabilizer and Item No. 22, Temporary Drainage Inlet Protection due to the decrease in excess of 25% of the Engineer's Estimate in accordance with Section 4-1.03B(2), "Decreases of More Than 25 Percent," of the Standard Specifications.

Estimated total cost for Decrease in Contract Item.....($78,936.00)

Extra Work at Force Account:

Perform the following work in accordance with Section 10-1.02, "Water Pollution Control" of the Contract Special Provisions and as determined by the Engineer.

1. Install additional construction site Best Management Practices (BMPs) in accordance with the Storm Water Pollution Prevention Plan, including amendments approved to date.

2. Maintain construction site Best Management Practices (BMPs) as part of the Storm Water Pollution Prevention Plan, including amendments approved to date.

Estimated cost of Extra Work at Force Account $700,000.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 119	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Extra Work at Unit Price:

SWPPP Amendments, if applicable, shall be prepared and submitted when there is change in construction activities or operations for State's review and approval.

For this work, the Contractor shall receive and accept $300.00 per SWPPP amendment. This sum constitutes full and complete compensation, including all markups by reason of this change.

Estimated cost of Extra Work at Agreed Unit Price $10,000.00

Adjustment of Compensation at Lump Sum:

Compensate the Contractor for the costs incurred due to the elimination of work on Item #19, Temporary Concrete Washout Facility, pursuant to Section 4-1.03B(3), "Decreases of More Than 25 Percent," of the Standard Specifications.

For this work, the Contractor agrees to a lump sum payment of $ 7,875.00. This sum constitutes full and complete compensation, including all markups for this change.

Total cost of Adjustment of Compensation at Lump Sum $7,875.00

Estimated Cost: Increase ☑ Decrease ☐ **$638,939.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer	Date
	BILL CASEY	3-7-08

Approval Recommended by

Signature	Area Construction Manager	Date
	DENNIS TURCHON	3/7/08

Engineer Approval by

Signature	Area Construction Manager	Date
	DENNIS TURCHON	4/12/08

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
	DANIEL E Hmick, PRESIDENT	4/14/08

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: E.A. 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	FED. NO. ACBRIM-080-1(097)N
CCO#: **119** SUPPLEMENT#: **1** Category Code: **CXXX**	CONTINGENCY BALANCE (incl. this change) **$17,342,395.59**
COST: **$300,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: SWPPP Supplemental Funds Request	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**0** Day(s)	**1195** Day(s)	**252** %	**7**

THIS CHANGE ORDER PROVIDES FOR:

additional funds for compensating the Contractor for continuation of their Storm Water Pollution Prevention Plan (SWPPP).

This project, the Yerba Buena Island Detour (YBID), calls for the construction of a temporary detour for both eastbound and westbound I-80 traffic that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The YBID encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island, and the Viaduct structure between the two tie ins. The contract was awarded as a performance-based project with the contractor responsible for meeting the design criteria specified in the contract.

Two separate Department strategy memorandums, dated December 14, 2006 and December 25, 2006, approved by Tony Anziano - Toll Bridge Program Manager and Richard Land - Chief Engineer, recommended that the Department assume responsibility for the designs of the East Tie-In (ETI) and West Tie-In (WTI) portions of this contract, and incorporated seismic retrofit work of the permanent Yerba Buena Island Transition Structure (YBITS) onto this project. The approval of these strategy memorandums extended the project completion date approximately 5 years.

Previously, the Contractor's implementation of their Storm Water Pollution Prevention Plan has been compensated through various combinations of lump sum and unit price contract bid items, agreed change order unit prices, and force account payments. Due to the extended contract duration and to facilitate a more efficient payment method for the SWPPP work performed, Contract Change Order No. 119 was executed to provide compensation for all SWPPP work on a force account basis.

To date, all funds have been depleted and an additional $300,000.00 is necessary for the continuation of the Contractor's Storm Water Pollution Prevention Plan. Compensation shall be financed from the contract's contingency funds. A cost estimate is on file in the project records.

The Contractor's signature is not required for additional funds for Extra Work at Force Account change orders. Therefore this change order is being issued unilaterally.

No adjustment of contract time is warranted, as the work will not affect the controlling operation.

Maintenance concurrence is not required, as the SWPPP work doesn't affect any permanent roadway features.

This change was concurred with by Alec Melkonians - Asst. Project Manager and Hong Wong - Project Engineer.

CONCURRED BY:		
Construction Engineer:	Jeannie Balderramos JB	Date 8-24-09
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date 8/18/09
Project Manager:	Alec Melkonians	Date 8/18/09
FHWA Rep.:		Date
Environmental:		Date
Other (specify):		Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date 9/2/09
Resident Engineer's Signature:		Date
		8-30-09

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	($78,936.00)
FORCE ACCOUNT	$300,000.00	$1,000,000.00
AGREED PRICE	$0.00	$10,000.00
ADJUSTMENT	$0.00	$7,875.00
TOTAL	$300,000.00	$938,939.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 119	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds for performing the following work in accordance with Section 10-1.02, "Water Pollution Control" of the Contract Special Provisions and as authorized by the Engineer.

1. Install additional construction Best Management Practices (BMPs) in accordance with the Storm Water Pollution Prevention Plan, including amendments approved to date.

2. Maintain construction site Best Management Practices (BMPs) as part of the Storm Water Pollution Prevention Plan, including amendments approved to date.

Estimated Cost of Extra Work at Force Account $300,000.00

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Estimated Cost: Increase ☑ Decrease ☐ **$300,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by		
Signature	**Resident Engineer** BILL CASEY	**Date** 9-30-09
Approval Recommended by		
Signature Deanna Vilcheck	**Area Construction Manager** DEANNA VILCHECK	**Date** 9/21/09
Engineer Approval by		
Signature Deanna Vilcheck	**Area Construction Manager** DEANNA VILCHECK	**Date** 9/3/09

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

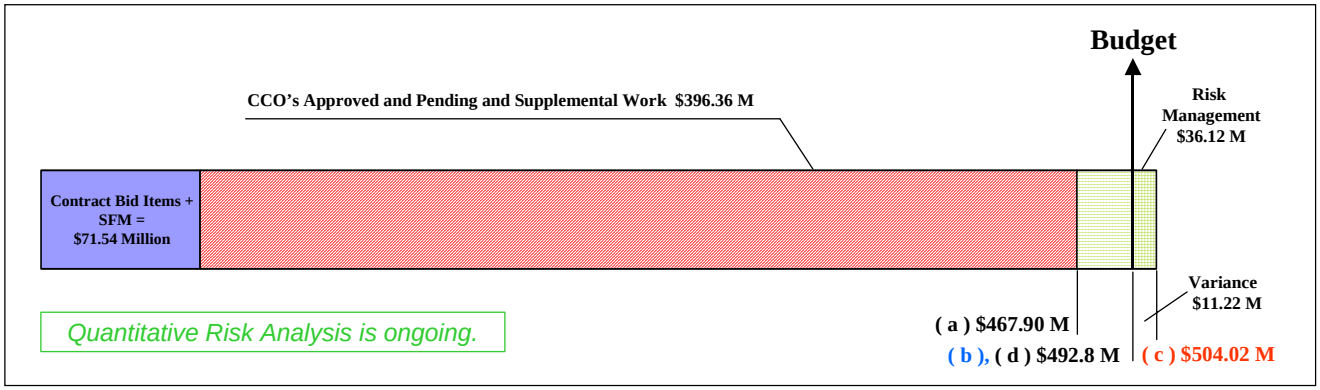
Contractor Acceptance by		
Signature N/A	**(Print name and title)** N/A	**Date** N/A

Yerba Buena Island Detour (Contract 04-0120R4)			
Contract Award:	**March 10th, 2004**	Suspension Days:	**302 Working Days**
Original Working Days:	**475 Working Days**	Contract Extensions:	**1660 Working Days**
Original Contract Completion:	**July 27th, 2005**	Projected Contract Completion:	**December 10, 2010**

Introduction

Two memos were developed to outline a strategy for a revised YBID project that enhanced YBID viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are "San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion" issued December 14, 2006, and "Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order" issued on December 25, 2006. This strategy will result in substantial increases in the cost of the YBID project.

As approved at the June 2009 TBPOC meeting the revised budget for the YBID project is 492.8M. This figure was established in May 2009 using all available information to date. This figure is within the projects approved budget balance beam, as shown below:



Scope of Work for YBID

The revisions to the original scope of work currently associated with the Yerba Buena Island Detour Project have been assigned into the following categories with their associated estimated cost:

Category	Scope of Work	Current Budget (June 2009)	In Progress Status Update from June 09 Approved Budget	
			Current	Delta
(0)	Original Bid Items, Baseline CCOs (1 through 48), and State Furnished Materials	$83.7	$83.7	$0
(1)	YBID New Viaduct	$40.1	$40.7	$0.6
(2a)	West Tie-In Existing Viaduct Phase 1	$40.1	$40.1	$0.0
(2b)	West Tie-In Phase 2	$21.8	$18.1	($3.7)
(3)	East Tie-In	$140.0	$144.2	$4.2
(4)	YBI Transition Structures Advance Foundations	$104.3	$103.4	($0.9)
(5)	Administrative Issues and General CCOs	$37.8	$39.3	$1.5
Subtotal		**$467.8**	**$469.5**	**$1.7**
Contingency		**$25.0**	**$23.3**	
Approved Budget		**$492.8**		

Contract payments as of October 20, 2009: $405.9M

As shown, the current status of CCOs required to modify the original scope of the YBID work as defined in Categories 1 through 5 is $385.8M. The status of each category of work is discussed in the succeeding pages of this report.

Bid Items, Baseline CCOs, & State Furnished Material (0)

The break down of Category (0) is as follows:

Original Contract Amount	$ 71.2 million
Baseline CCOs (1 through 48)	$ 12.1 million
State Furnished Materials	$ 0.4 million
Total	$ 83.7 million

Baseline Contract Change Orders (1 through 48)

CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	$200,000.00
2	Bidder Compensation	5/8/2004	$1,575,000.00
3	Partnering	9/7/2004	$25,000.00
4	DRB	9/7/2004	$100,000.00
5	Federal Trainee Program	11/12/2004	$20,000.00
5S1	Non-Journey Person Training	3/10/2005	$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	$0.00
7	Sampling and Analysis Work	8/30/2004	$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	$500,000.00
11	Utility Potholing	9/14/2004	$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	$5,000.00
13	PMIV Document Management System	11/3/2004	$486,743.50
14	Temporary Suspension	5/19/2004	$0.00
15	Archaeology Investigation	7/19/2004	$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	$108,217.45
18	Access Control Measures	9/8/2004	$50,000.00
19	EDR1 Alignment Modification	5/12/2005	$0.00
20	A490 Bolts	10/23/2006	$0.00
21	Removal /Disposal of Stairway	4/13/2005	$14,060.00
22	Clean Stairs and Walkways	5/24/2005	$35,000.00
22S1	Additional Funds for Cleaning Stairs and Walkways	11/24/08	$25,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	$2,181,467.40
24S1	Read Inclinometer/Adjust Equipment Costs	10/18/2005	$29,782.99
24S2	Temporary Suspension Partially Extended	5/2/2006	$4,812,631.58
24S3	Contract Days Extension/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundary	3/24/2005	($19,000.00)
26	Bent 48 Articulation	4/22/2005	$0.00
27	Bent 52L Footing Conflict	1/19/2006	$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36*	Extend Limits of Viaduct Demolition	Voided	N/A
37	4 Hr Emergency Travel Way	Voided	N/A
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	$0.00
39	Provide Shuttle Service to USCG	6/27/2005	$10,000.00
40	Sewer Pipe Material Change	9/26/2005	$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	$5,000.00
43	Material On Hand Specification Change	9/16/2005	$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Voided	N/A
44	Electrical Call Box Relocation		$47,480
45	Additional SWPPP	2/21/2006	$250,000.00
46	Southgate Road Reopening	3/8/2006	$50,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	$100,000.00
48	Buried Man-Made Objects	12/15/2005	$50,000.00
Total for Baseline Contract Change Orders			**$12,107,527**

- The scope of work for CCO No. 36 was completed and compensated for under the larger scope of CCO No. 76.

SSD New Viaduct (1)

Progress of Work

Fabrication of the structural steel truss took place at Dongkuk S&C in South Korea. With the placement of traffic onto the detour, the construction of the Viaduct is substantially complete. Minor punch list work remains.

Status of Contract Change Orders: YBID New Viaduct:

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
49	LS	Stringer and Floor Beam Design Study	N/A	N/A	Executed 5/2/2006	$109,183	
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	I&A 12/08/06	N/A	Executed 8/17/2006	$150,000	
49S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	
Subtotal (CCO #49 and Supplements)						$359,182	
50	FA	Stand Alone Viaduct Design	N/A	N/A	Executed 5/8/2006	$325,000	
50S1	FA		I&A 9/21/06	N/A	Executed 10/16/2006	$300,000	
50S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	
50S3	FA		I&A 2/09/07	N/A	Executed 2/13/07	$175,000	
Subtotal (CCO #50 and Supplements)						$900,000	
54	LS	Deck Drainage	N/A	N/A	Executed 5/2/07	$8,000	
55	LS	Viaduct Fabricator Change (SGT Closeout)	I&A 7/08/07	Approved 6/27/07	Executed 8/7/07	$5,665,330	
55S1	LS	SGT Fabrication Closeout - Dongkuk Materials	I&A 1/24/08	Approved 3/5/08	Executed 3/17/08	$980,600	
59	LS	Water Blast Rebar Cages	N/A	N/A	Executed 2/22/07	$5,000	
59S1	LS	Additional funds, Water Blast Rebar Cages	N/A	N/A	Executed 11/24/08	$5,000	
60	LS	Construction of Bent Caps	I&A 6/13/07	Approved 6/27/07	Executed 6/18/07	$7,435,950	
67	FA	Viaduct/ETI Interface Modifications (Design Cost)	I&A 5/14/07	N/A	Executed 9/27/07	$800,000	
79	LS	Fabrication Cost for Viaduct Design Changes July '05 - October '06	I&A 7/19/07	N/A	Executed 8/7/07	$803,400	
79S1	LS	Fabrication Cost for Viaduct Design Changes - July 05-Oct 06	I&A 6/13/08	N/A	Executed 8/4/08	$75,860	
80	LS	Erection Costs for Viaduct Design Changes through October 2006	N/A	Approved 1/31/08	Executed 2/20/08	$6,912,200	
82	FA	OGAC Paving and Expansion Dams	I&A 8/10/09	N/A	Executed 10/8/09	$547,680	$401,386
213	LS	Bent 48 Expansion Joint & Drainage Escalation	I&A 7/23/09	N/A	Executed 8/06/09	$488,100	
85	LS	Design of 300mm Waterline Relocation	N/A	N/A	Executed 3/17/08	$12,480	
87	LS	Viaduct Shipping Escalation Costs	I&A 7/24/07	N/A	Executed 10/2/07	$534,570	
87S1	LS	Viaduct Shipping Escalation Costs	I&A 1/14/08	N/A	Executed 1/30/08	$200,000	
88	LS	Viaduct Fabrication Delays	I&A 7/19/07	N/A	Executed 8/7/07	$954,460	
88S1	LS	Viaduct Fabrication Delays	I&A 8/22/07	N/A	Executed 9/27/07	$776,630	
98	FA/LS	Viaduct Steel Storage and Handling Cost	I&A 5/30/08	N/A	Executed 6/18/08	$845,370	
99	LS	Viaduct Erection Costs (Post Oct. 2006)	I&A 4/17/08	N/A	Executed 5/22/08	$862,614	

99S1	**LS**	**Additional Viaduct Erection Costs**		**N/A**	**In progress**	**$125,000**	
100	FA	Viaduct Fabrication Costs (Post Oct. 2006)	I&A 1/22/08	N/A	Executed 1/28/08	$650,000	
105	FA/LS	Dongkuk Fabrication and Temp Bracing Fabrication Costs (July 2007 Plans)	I&A 4/2/08	Approved 4/3/08	Executed 4/17/08	$2,140,640	
106	-	CCO Voided…previous scope of work was incorporated into CCO 105	-	-	-	-	-
107	LS	Furnish and Drive Erection Tower Falsework Piles	I&A 8/07/08	N/A	Executed 10/02/08	$855,190	
111	FA/LS	USCG Parking Replacement and Protection	N/A	N/A	Executed 3/17/08	$163,223	
111S1	LS	Additional costs USCG Parking Lot	N/A	N/A	Executed 6/30/08	$8,940	
111S2	LS	Additional costs USCG Car Port Canopy	N/A	N/A	Executed 4/23/09	$120,000	$120,000
111S3	**LS**	**Additional costs USCG Car Port Canopy**	**N/A**	**N/A**	**In progress**	**$80,000**	**$80,000**
115	FA	Third VIA Shipping for CCO #67 July 07 plans	I&A 5/06/08	N/A	Executed 5/22/08	$850,000	
128	LS	60% of Waterline Relocation and Viaduct Connection Modifications	I&A 8/18/09	N/A	Executed 10/8/09	$533,123	($283,467)
215	FA	Underground Waterline Excavation Costs	N/A	N/A	Executed 10/8/09	$47,000	
133	-	Lightweight Conc. Mix Design Spec Change	N/A	N/A	Executed 9/12/08	$0	
134	LS	60% of Project Wide Electrical Changes	7/7/09	Approved 5/7/09	Executed 8/25/09	$1,380,554	
196	LS	Revised Electrical Lighting	N/A	N/A	Executed 7/28/09	$35,944	($174,056)
135	LS	Rebar Deck Escalation Costs	I&A 11/09/08	N/A	Executed 1/28/09	$995,100	
136	FA/LS	Provide additional alternate entrance access to USCG Base	N/A	N/A	Executed 9/23/08	$74,540	
138	LS	Waterline Relocation for Fire Hydrant (Conflicts with Span 49 Falsework)	N/A	N/A	Executed 9/23/08	$278,200	
148	FA	USCG Road Canopy below Viaduct	I&A 8/27/08	N/A	Executed 9/23/08	$500,000	
152	LS	Relocate USCG Road for steel erection FW Towers at Span 51	I&A 1/06/09	N/A	Executed 2/4/09	$336,420	
156	LS	Span 49 F/W Conflict w/ USCG Utilities	N/A	N/A	Executed 9/23/08	$180,820	
163	LS	Viaduct Grade Conflict	N/A	N/A	Executed 6/12/09	$83,202	($16,798)
173		**Deck Casting and Expansion Joint Escalation**		**TBD**	**In Progress**	**$1,000,000**	
178	LS	Type 7 Fence at Barrier	I&A 7/31/09	N/A	Executed 8/25/09	$457,356	$374,176
198		**Job Wide Stripping Plan (Viaduct Portion)**		**TBD**	**In Progress**	**$90,000**	
199		**Install Overhead Sign**		**TBD**	**In Progress**	**$100,000**	
201	LS	Viaduct Steel Erection USCG Protective Netting	N/A	N/A	Executed 10/8/09	$156,350	($73,650)
209	LS	Viaduct USCG Flagging & Delays (Span 51)	N/A	N/A	Executed 8/13/09	$92,810	($47,190)
235		**1/3rd of Detour Traffic Improvements**	**N/A**	**N/A**	**In Progress**	**$166,667**	**$166,667**
Current Forecast for YBID New Viaduct						**$40,673,506**	**$547,068**

Budget Status

The Viaduct portion of the YBID was bid at $26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $9M. The June 2009 revised additional cost estimate is $40.1M with a current projection of $40.7M. CCOs executed to date are $39.1M.

West Tie-In **Phase 1** **2a**

Phase 1 work was substantially complete with the move in of the Structure on September 03, 2007. Miscellaneous electrical and drainage work remain. WB On-ramp was reopened on August 8, 2008.

Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
58	FA	Bridge Removal Plan	N/A	N/A	Executed 11/21/06	$60,000	
58 S1	FA	Bridge Removal Plan	N/A	N/A	Executed 7/05/07	$40,000	
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	I&A 1/09/07	N/A	Executed 2/27/07	$400,000	
61S1	LS/FA	Construction of Stage 1 Area and Substructure	I&A 5/16/07	Approved 6/27/07	Executed 5/18/07	$9,995,644	
66	FA	TMP – Video Equipment (WTI Phase 1)	N/A	N/A	Executed 7/20/07	$175,000	
68	FA	Temporary Electrical Work	N/A	N/A	Executed 7/20/07	$140,000	
68S1	FA	Temporary Electrical Work Stage 2, 3 &4	I&A 12/02/07	N/A	Executed 10/31/07	$510,000	
72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$11,096,900	
76	LS	Labor Day Bridge Demolition and Move-In	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$2,240,300	
76S1	LS	Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)	I&A 8/28/07	Approved 8/24/07	Executed 9/27/07	$10,144,140	
84	LS	Skid Track Foundations and Temporary Columns	I&A 7/27/07	Approved 7/27/07	Executed 7/31/07	$3,980,000	
101	LS	Reconstruct Slab, West Bound On-ramp	I&A 4/02/08	N/A	Executed 4/17/08	$846,140	
101S1	LS	WB Onramp Supplemental Work	I&A 1/06/09	N/A	Executed 2/4/09	$149,560	
102	FA	Northside Drainage Work	N/A	N/A	Executed 4/4/08	$60,000	
102S1	LS	Northside Drainage Work	N/A	N/A	Executed 7/15/09	$48,818	$46,578
102S2	FA	Additional Northside Drainage Work	N/A	N/A	Executed 7/15/09	$50,000	
103	LS	Labor Day Weekend Closure Misc. Costs	N/A	N/A	Executed 2/20/08	$173,140	
urrent Status for West Tie-In (Phase 1)						**$40,109,642**	**$46,578**

Budget Status

The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $40M. The June 2009 revised additional cost estimate is $40.1M with a current projection of $40.1M. CCOs executed to date are $40.1M.

West Tie-In **Phase 2** 2b

Progress of Work

With the placement of traffic onto the detour, Frames 1, 2, and 3 are substantially complete. Minor punch list work, including the installation of south side drainage system, remains.

Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
62	LS	Construction of Phase 2 Foundations and Credits for Elimination of Bid Items 12 and 90	I&A 2/29/08	Approved 4/4/08	Executed 4/7/08	($4,649,850)	
200	FA	Shoring at Abutment 47A	N/A	N/A	Executed 11/19/09	$50,000	($250,000)
71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	I&A 7/24/07	N/A	Executed 7/20/07	$384,130	
108	LS	Substructure	I&A 6/20/08	Approved 6/18/08	Executed 6/25/08	$5,378,800	
117	FA	Surface Drainage (Southside)	N/A	N/A	Executed 1/6/09	$150,000	
128	LS	20% of Waterline Relocation and Stringer Stiffeners	I&A 8/18/09	N/A	Executed 10/8/09	$177,708	$23,178
134	LS	20% of Project Wide Electrical Changes	7/7/09	Approved 5/7/09	Executed 8/25/09	$460,185	
196	LS	Revised Electrical Lighting	N/A	N/A	Executed 7/28/09	$11,981	($58,019)
141	LS/FA	Superstructure Construction	I&A 11/13/08	Approved 11/18/08	Executed 11/25/08	$13,200,000	
141S1	ACUP	Superstructure Construction Completion Incentive (Release of Frame 1 Bent Cap FW)	I&A 5/15/09	Approved 5/15/09	Executed 5/15/09	$1,500,000	
143	LS/ID	Civil Work (EB Onramp and Mainline)	I&A 6/11/09	N/A	Executed 7/28/09	$156,436	($3,680,814)
161	LS	T7-Line Detour	I&A 11/10/08	N/A	Executed 11/25/08	$403,965	
168		**Superstructure Design Modifications**		**TBD**	**In Progress**	**$500,000**	
198		**Job Wide Stripping Plan (WTI Phase 2 Portion)**		**N/A**	**In Progress**	**$70,105**	
202	--	WTI K-rail Deletion and ETI K-rail plans	N/A	N/A	Executed 11/4/09	($42,000)	($42,000)
220	LS	Flashing Becons and Additional Tunnel Lighting	N/A	N/A	Executed 11/19/09	$198,000	$198,000
221		**Barrier Rail Transition Cover Plate at B47**		**N/A**	**In Progress**	**$25,000**	**$25,000**
235		**1/3rd of Detour Traffic Improvements**	**N/A**	**N/A**	**In Progress**	**$166,667**	**$166,667**
Current Status for West Tie-In (Phase 2)						**$18,141,127**	**($3,617,988)**

Budget Status

The Contractor's bid price for the West Tie-In was $9.0M. Based on the Department's December 14, 2006 Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional $13.0M. The June 2009 revised additional cost estimate is $21.8M, with a current projection of $18.1M. CCOs executed to date are $17.4M.

East Tie-In

Bent 52A and skid bent foundation design packages were delivered October 2007. ETI design plans for the skid bents and skid beams were delivered March 15, 2008 and truss plans were delivered April 7, 2008.

Fabrication of the skid bents and skid beams took place at Thompson Metal Fab, Inc. in Vancouver, WA and the fabrication of the truss took place at Stinger Welding Inc. in Coolidge, AZ.

The existing SFPUC sanitary sewer pump station has been relocated with the new pump station up and running. The East Tie-In structure was successfully moved into place and traffic switch onto the detour on September 8, 2009.

Demolition of the old YB-4 span is in progress.

Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
63	FA	Advance Engineering (Work Plans and Submittals)	I&A 8/22/07	N/A	Executed 9/27/07	$800,000	
69	LS	Procurement of Pump/Control Panel for Pump Station Relocation	N/A	N/A	Executed 10/10/07	$111,280	
69S1	LS	Construction for Pump and Control Panel for Relocated Pump Station	I&A 12/19/07	N/A	Executed 3/17/08	$499,996	
69S2	LS	Sewer Pump Electrical Changes	I&A 2/25/09	N/A	Executed 4/08/09	$8,953	
92	FA	ETI AT&T Fiber Optic Relocation	N/A	N/A	Executed 12/17/07	$175,000	
93	LS/FA	Lead Paint Mitigation Existing Truss (Span YB-4)	I&A 2/13/08	N/A	Executed 2/20/08	$563,725	($3)
93S1	LS	Additional Lead Abatement at Span YB-4	I&A 6/8/09	N/A	Executed 6/17/09	$347,417	
93S2	LS	Additional Platform Rental and Adjustments	I&A 10/5/09	TBD	Executed 10/8/09	$300,000	$300,000
104	LS	Pier E-1 Access Towers	N/A	N/A	Executed 1/30/08	$150,000	
113	LS	Relocate Waterline in Conflict with Northern Skid Bent Footings	N/A	N/A	Executed 3/17/08	$167,990	
128	LS	20% of Waterline Relocation and ETI Exterior Stringer Stiffeners	I&A 8/18/09	N/A	Executed 10/8/09	$177,708	($176,822)
137	LS	Pump station Water Tank Demo	N/A	N/A	Executed 6/26/08	$114,490	
90	LS	Bent 52A and Skid Bent Footings and Credits for Eliminated Bid Items 10 and 42	I&A 3/26/08	Approved 4/4/08	Executed 4/14/08	$11,308,380	
97	FA	Bent 52A and Skid Bent Footing's Material Procurement	I&A 11/06/07	N/A	Executed 11/19/07	$850,000	
121	LS	Construct Stage 1 Soil Nail Wall, Upper East Tie-In area	N/A	N/A	Executed 3/17/08	$142,670	
121S1	LS	Construct Stage 2 Soil Nail Wall, Upper East Tie-In area	N/A	N/A	Executed 3/18/09	$518,130	
162	LS	Bent A3 Shoring	I&A 3/30/09	N/A	Executed 4/01/09	$268,235	
180	LS	Skid Bent Footing Backfill at A4-A6 and B4-B6	I&A 5/20/09	N/A	Executed 6/12/09	$237,000	
127	FA	RTU – 8 Service Platform	N/A	N/A	Executed 9/03/08	$75,000	
134	LS	20% of Project Wide Electrical Changes	7/7/09	Approved 5/7/09	Executed 8/25/09	$460,185	
196	LS	Revised Electrical Lighting	N/A	N/A	Executed 7/28/09	$11,981	($58,019)
129	LS	Skid Bent and Truss Steel Erection	I&A 11/05/08	Approved 11/10/08	Executed 11/25/08	$14,712,500	
129S1	LS	Skid Bent and Truss Steel Erection Acceleration	I&A 3/09/09	Approved 3/5/09	Executed 4/01/09	$535,000	
129S2	LS	Skid Bent and Truss Steel Erection Incentive	I&A 6/9/09	Approved 6/4/09	Executed 6/17/09	$1,177,000	
179	LS	ETI Truss Steel Erection Falsework Foundations	I&A 4/20/09	N/A	Executed 4/08/09	$312,000	**$899,720**
234		**ETI Skid Bent/Beam Erection Interferences and Guy Cables**	**N/A**	**N/A**	**In Progress**	**$54,120**	
236		**ETI Truss L8 North FW Redesign (Burried Man Made Object)**	**N/A**	**N/A**	**In Progress**	**$23,720**	
181		**Skid Bent/Beam and Truss Erection Support**		**N/A**	**In Progress**	**$500,000**	
206		**Skid Bent Steel Erection Closeout Costs**	**N/A**	**N/A**	**In Progress**	**$176,670**	
214		**ETI Truss Steel Erection Closeout Costs**		**N/A**	**In Progress**	**$645,210**	
112	FA	Material Procure Skidbent (1532 Tower Legs)	I&A 1/10/08	Approved 2/4/08	Executed 2/19/08	$2,000,000	
112S1	FA	Material Procure ETI Superstructure	I&A 3/03/08	Approved 3/5/08	Executed 3/17/08	$8,500,000	
112S2	FA	Material Procure ETI Temporary Bypass Structure	I&A 6/04/08	Approved 6/16/08	Executed 6/25/08	$3,500,000	

112S3	FA	Material Procure - Additional Funds	I&A 10/31/08	Approved 11/13/08	Executed 11/25/08	$3,000,000	$1,349,560
112S4	FA	Material Procure - Additional Funds	I&A 7/7/09	Approved 7/15/09	Executed 7/16/09	$1,500,000	
116	FA/LS	Fabricate Superstructure & Skidbent	I&A 6/04/08	Approved 6/16/08	Executed 8/8/08	$14,166,180	
116S1	FA/LS	Skidbeam Design Modifications and Shipping Costs	I&A 12/19/08	Approved 12/23/08	Executed 2/3/09	$1,896,750	
116S2	FA/LS	Skidbeam Design Modifications and Shipping Costs	I&A 7/7/09	Approved 7/15/09	Executed 7/16/09	$300,000	
140	LS	Truss Steel Fabrication	I&A 9/04/08	Approved 9/04/08	Executed 9/23/08	$10,920,525	
140S1	ACUP	Truss Fabrication Incentive	I&A 6/17/09	Approved 9/04/08	Executed 7/6/09	$300,000	
166	LS	Skid Bent & Beam Fabrication Acceleration	I&A 12/22/08	Verbal Approval 11/06/08 Approved 12/23/08	Executed 1/28/09	$2,028,950	
166S1	ACUP	Skid Bent & Beam Fabrication Incentive	I&A 5/15/08	Approved 12/23/08	Executed 5/15/09	$900,000	
167	LS	TMF – Shop Drawing Delay	I&A 3/16/09	N/A	Executed 5/6/09	$632,670	
184	LS	Truss Design Modifications and Acceleration Costs (Partial Payment)	I&A 5/20/09	Approved 6/4/09	Executed 6/12/09	$3,000,000	
184S1	LS	Truss Design Modifications and Acceleration Costs (Partial Payment)	I&A 7/31/09	Approved 8/6/09	Executed 8/11/09	$4,393,420	
214		**Truss Fabrication Acceleration Field Adjustments**		**N/A**	**In Progress**	**$900,000**	
187	FA	Temporary Bracing for Truss Exterior Stringers	N/A	N/A	Executed 7/16/09	$150,000	
193	LS	Skid Beam Design Modifications	I&A 7/7/09	N/A	Executed 7/16/09	$256,140	
206		**DCCI Support Costs (Skid Bent Fabrication)**		**N/A**	**In Progress**	**$200,000**	
144	FA	Expansion Joint Mock-up	I&A 8/26/08	N/A	Executed 9/23/08	$850,000	
144S1	FA	Expansion Joint Fabrication	I&A 2/03/08	Approved 2/5/09	Executed 4/06/09	$2,900,000	**$1,000,000**
144S2		Revised Expansion Joint Plan Sheets	N/A	N/A	Executed 8/05/09	$0	
144S3	**FA**	**Additional Funds for Expansion Joints**		**Approved 11/5/09**	**In Progress**	**$1,000,000**	
231		**Expansion Joint Steel Skid Test Plates**		**N/A**	**In Progress**	**$100,000**	**$100,000**
233	LS/FA	Expansion Joint Skid Resistant Treatment	N/A	N/A	Executed 11/17/09	$106,915	$106,915
149	FA	Bearing Fabrication	I&A 11/03/08	Approved 11/10/08	Executed 11/25/08	$1,600,000	$400,000
149S1	FA	Additional FA Funds for Bearing Fabrication / Testing	I&A 10/15/09	N/A	Executed 11/19/09	$400,000	
153	LS	Concrete Deck and barrier starter steel	I&A 6/23/09	Approved 6/4/09	Executed 7/6/09	$2,389,940	($378,266)
154	LS	East Pile Deduct at BW6, East Pile	N/A	N/A	Executed 9/04/08	($400)	
154S1	LS	Pile Anomaly Deduction at A6W & B52A	N/A	Approved 11/13/08	Executed 11/25/08	($2,183)	
160	FA	Existing Truss Retrofit Fabrication	I&A 4/20/09	N/A	Executed 4/08/09	$350,000	
170	LS	Existing Truss Strengthening Erection YB-4	I&A 7/31/09	N/A	Executed 10/08/09	$413,600	($336,400)
175	LS	Existing Truss Strengthening Erection Stability Bracing at YB 3	I&A 7/22/09	N/A	Executed 8/13/09	$311,144	($188,856)
164	LS	ETI Steel Erection Crane Runway Trestle	I&A 11/20/08	ATP 11/14/08 Approved 12/23/08	Executed 12/6/09	$2,700,000	
169	LS	Skid Beam Jobsite Handling and Local Transportation Costs	I&A ½/09	Approved 12/23/08	Executed 2/25/09	$1,095,020	

171	LS	Bridge Roll Out / Roll In	I&A 6/8/09	Approved 6/4/09	Executed 6/17/09	$10,147,370	($328,820)
172	LS	Lead Paint Abatement and Access at YB-3	I&A 12/18/08	N/A	Executed 2/4/09	$210,450	
174	FA	ETI Steel Barrier Rail Transition Fabrication	I&A 5/20/09	N/A	Executed 6/17/09	$350,000	$150,000
174S1	--	ETI Steel Barrier Rail Transition Fabrication Design Changes	N/A	N/A	Executed 11/4/09	$0	
174S2	FA	ETI Steel Barrier Rail Transition Fabrication	I&A 11/5/09	N/A	Executed 11/4/09	$150,000	
177	LS	Span YB-4 Demolition	I&A 9/17/09	Approved 9/2/09	Executed 10/12/09	$11,249,560	$2,007,276
217	LS	Skid Bent Demolition	I&A 10/14/09	Approved 9/18/09	Executed 11/19/09	$3,152,900	
212	LS	YB4 Roll Out Cut Free Demolition	I&A 9/2/09	N/A	Executed 10/08/09	$209,720	
227		**ETI Backfill**		**TBD**	**In Progress**	**$1,000,000**	
186	LS	TMP (Lane Closures and CMS)	***	Approved 6/4/09	Executed 8/25/09	$2,390,910	($609,090)
198		**Job Wide Stripping Plan (ETI Portion)**		**TBD**	**In Progress**	**$48,415**	
235		**1/3rd of Detour Traffic Improvements**	**N/A**	**N/A**	**In Progress**	**$166,667**	**$166,667**
		ETI OGAC on Bridge Deck		**TBD**	**Future**	**$0**	
		District work – road signage, stage construction, SWPPP, Temp k-rail, etc		**TBD**	**Future**	**$268,125**	
204	FA	CCM's Labor Day Support Costs Expansion Joint Seal Installation (previously CCO 189) ETI Steel Barrier Rail Transition Installation (previously CCO 190) Stability Bracing at YBI (Previously CCO 175) Bearing Installation (Previously CCO 191) Barrier Rail Installation (CCO 202 transmitted plans)	I&A 7/14/09	Approved 7/15/09	Executed 8/6/09	$3,500,000	
204S1		**Additional Funds (If needed)**		**TBD**	**Future**	**$1,400,000**	
216	FA	Pier E1 Barrier Rail Supports	N/A	N/A	Executed 10/08/09	$175,000	$175,000
225	FA	Steel Double Handling Costs	I&A 9/17/09	N/A	Executed 10/08/09	$500,000	$500,000
207	FA	Field Design Modifications Truss – Fabrication (U1, U8, L1, L8)	I&A 7/16/09	N/A	Executed 7/28/09	$400,000	($874,590)
207S1		Additional Funds to Field Design Modifications Truss – Fabrication (U1, U8, L1, L8)	N/A	N/A	Executed 10/27/09	$100,000	
219	LS	Field Design Modifications Truss – Erection (U1, U8, L1, L8)	I&A 10/8/09	N/A	Executed 11/19/09	$625,410	
Current Status for East Tie-In						**$144,227,558**	**$4,204,272**

Budget Status

The Contractor's bid price to construct the Contractor's design for the East Tie-In was $6.0M with an additional $1.46M to demolish the remaining portion of the ETI YB-4 span. The Department's December 14, 2006 Strategy Memorandum estimated an additional cost of $34.0M to construct the Department's ETI roll out/roll in design concept. At the time, this estimate was based on minimal design information available. The June 2009 revised additional cost estimate is $140.0M, with the current projection at $144.1M. CCOs executed to date are $137.7M.

Yerba Buena Island Transition Structures Advance Foundations

4

Progress of Work

The YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, W7 Ramp and the temporary E.B. onramp abutment.

W3 3L – substantially completed

3R – column (2nd lift of 2) in progress
W4 4L – substantially completed
4R – column (3rd lift of 3) in progress
W5 5L – 75 of 140 piles driven
5R – driving of shoring piles substantially completed
W6 6L – substantially completed
6R North – column (2nd lift of 2) in progress
6R South – substantially completed
W7 construction of the temporary soil nail wall and soldier pile shoring complete
7L North – column (1st lift of 2) in progress
7L South – substantially completed
7R – column (2nd lift of 2) in progress
Ramp – substantially completed
EB On-ramp abutment – temporary shoring piles and permanent CIDH piles have been installed

Demolition of the main portion of the old structure (Bent 48 to YB4) is in progress.

Status of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
64	FA	YBITS W3L Site Prep and Grading and Construct Access Road	N/A	N/A	Executed 1/8/07	$150,000	
64S1	LS/FA	YBITS W3L Foundation and Column to Splice Zone, Integrated Shop Drawings for W3L, Concrete Washouts, 50% of Flagging, and Traffic Controls	I&A 3/13/07	Approved 2/15/07	Executed 4/4/07	$5,835,000	
65	FA	Demo Exist Bridge Adv. Planning	N/A	Approved 4/14/08	Executed 4/18/08	$175,000	
65S1	LS	Demolish Exist Bridge (Bent 48 to YB-4)	I&A 4/06/09	Approved 5/7/09	Executed 5/21/09	$9,227,660	**$11,540**
192	LS	Cable Bracing requires for Demolition of Spans YB-1, YB-2, and YB-3	N/A	N/A	Executed 8/13/09	$111,540	
229		**Maintenance Traveler Salvage**	**N/A**	**N/A**	**In Progress**	**$100,000**	
70	FA	Integrated Shop Drawings for Remaining YBITS Advance Locations (W3R, W4L/R, W5L/R, W6L/R, W7L/R, and W7 Ramp)	I&A 4/04/07	N/A	Executed 5/1/07	$500,000	
70S1	FA	YBITS Advance – ISD 3R, 4R/L, 5R/L, 6R/L, 7R/L & ramp	I&A 1/17/08	N/A	Executed 1/30/08	$450,000	
73	LS	YBITS W3R, W4R, W5R/L, W6R/L, and W7 Ramp Foundations and Columns	I&A 10/24/07	Approved 10/30/07	Executed 11/19/07	$62,958,990	
75	LS	YBITS W7R/L Foundations and Columns	I&A 4/2/08	Approved 4/3/08	Executed 4/14/08	$13,125,000	($839,190)
75S1	LS	Bent W7 Structure Backfill	I&A 7/7/09	Approved 7/15/09	Executed 7/31/09	$910,810	
77	LS	YBITS W4L Foundations and Columns	I&A 6/13/07	Approved 7/27/07	Executed 7/20/07	$7,125,000	
78	FA	Relocation of Sewer Force Main	N/A	N/A	Executed 7/17/07	$125,057	
94	LS	YBITS Temp. EB Onramp Abutment Piles and Shoring	I&A 5/18/09	N/A	Executed 5/21/09	$153,593	($246,407)
118	FA	Vibration & Elev. Monitoring at W5L	N/A	N/A	Executed 2/20/08	$50,000	
118S1	FA/LS/ID	Nimitz House vibration monitoring	N/A	N/A	Executed 8/05/08	$50,050	
120	LS/Credit	CIDH Pile Mitigation Deduct	N/A	N/A	Executed 3/17/08	($400)	
124	FA/LS	Seismic Monitoring & Column Grounding	I&A 10/16/08	N/A	Executed 11/25/08	$353,975	
126	FA	YBITS Excavation / Hazmat Disposal	I&A 4/7/08	Approved 4/3/08	Executed 4/17/08	$500,000	
145		Revised Mass Concrete Spec. (Elimination of requirement from CCO's 73 & 75)	7/22/09	N/A	Executed 8/25/09	$0	
145S1		**Credit for eliminated Mass Concrete Work**		**TBD**	**In Progress**	**($500,000)**	

147	LS	Add Cost W4R Foundation Construction	N/A	N/A	Executed 7/21/08	$25,024	
155	FA	Excess Soil Offhaul	I&A 8/13/08	N/A	Executed 9/03/08	$500,000	
159	LS	Redesign Bent W7 Soil Nail Wall	I&A 11/10/08	N/A	Executed 5/21/09	$916,280	
165	LS	W7 Soil Nail Wall Delay Costs	I&A 4/20/09	N/A	Executed 4/08/09	$152,208	
185		HazMat Excavation for Bridge Removal	8/10/09	N/A	Executed 8/25/09	$106,000	$106,000
211	LS	Duct Bank Revisions	N/A	N/A	Executed 8/13/09	$129,152	**($20,848)**
211S1		**Duct Bank Air Line Base Rock**	**N/A**	**N/A**	**In Progress**	**$50,000**	
232	LS/FA	Duct Bank Footing Removal & Drain Rock	N/A	N/A	Executed 11/19/09	$105,620	$105,620
Current Status for YBI Transition Structures Advance Foundations						**$103,385,559**	**($883,285)**

Budget Status

The Department's December 25, 2006 Strategy Memorandum estimated the cost to construct Bents W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, and W7 Ramp to be $107M. In addition, the temporary E.B. onramp abutment shoring was added at a later date with no estimate revision. The Departments December 14, 2006 Strategy Memorandum estimated the additional demolition costs for the existing bridge (Bent 48 through YB-4) to be $3.5M. The combined estimate for both was $110.5M. The June 2009 revised additional cost estimate is $104.3M with a current projection of $103.4M. Total CCOs executed to date are $103.7M.

Administrative Issues General CCOs 5

Progress of Work

Administrative issues that remain on the YBID contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, the increased scope of work, and other necessary changes to the contract.

The following list of target milestones has been incorporated into the project schedule. This information will be revised as more detailed schedule information is developed.

	Date	Status	Notes
W3L (foundation and column up to splice zone)	March 15th, 2007	Complete	Finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007	Complete	Finished 9/04/07
Access to W3R Available to CCM	January 2nd, 2008	Partial access provided	Coordinating access with SAS
Upper East Tie-In Area Available to CCM (Revised October 2008)	December 2009	Partial access provided	Coordinating access with SAS
East Tie-In Roll-Out/Roll-In Complete (Revised October 2008)	September 7th, 2009	Complete	Finished 9/8/09
Project Completion (Revised July 2009)	December 10, 2010		

The Department has extended TRO compensation at the original contract rate through December 10, 2010. The Contractor has completed a TRO audit. The Department is reviewing this information so that an appropriate TRO adjustment can be negotiated.

The Department continues to pursue a resolution to the remaining NOPC issues. Of the 18 NOPC issues, only three remain outstanding. Of the three it is anticipated that Viaduct CCO #128 will resolve NOPC #6, resolution of the existing structure demolition costs will resolve NOPC #15, and resolution of the TRO costs will resolve NOPC #18.

Status of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
1 S2	FA	Flagging & Traffic Control	N/A	N/A	Executed 12/5/07	$200,000	

1S3	FA	Flagging & Traffic Control	N/A	N/A	Executed 7/2/08	$300,000	
1S4	FA/LS	Flagging & Traffic Control	N/A	N/A	Executed 7/9/09	($57,580)	($57,580)
13S1	FA	PMIV Additional Funds	I&A 3/10/08	N/A	Executed 3/17/08	$300,000	
39S1	FA	Additional Funds for Shuttle Service to USCG	I&A 3/18/09	N/A	Executed 3/30/2009	$500,000	
45 S1	LS	Additional SWPPP	I&A 12/14/07	N/A	Executed 1/31/08	$350,000	
51	LS	NOPC 12 & 13 Resolution	N/A	N/A	Executed 8/17/06	$25,234	
52	0	Elimination of Contractor's Design of Tie-Ins	I&A 1/19/07	N/A	Executed 3/2/07	$0	
53	FA	Handling and Storage of Material	I&A 11/06/06	N/A	Executed 12/8/06	$240,000	
56	LS	Contractor's Design additional cost… Resolved NOPCs 2,3,4,8,9,10,11,14, and 16	I&A 2/20/08	Approved 3/5/08	Executed 3/17/08	$6,837,310	
57	LS	Demolition of Building 206	N/A	N/A	Executed 10/18/06	$22,378	
57S1	LS	Remove and Clear Building 254	N/A	N/A	Executed 6/4/07	$10,572	
66S1	FA	Video/Photo Documentation Services Supplemental Funds	N/A	N/A	Executed 4/14/08	$200,000	
66S2	**FA**	**Video/Photo Documentation Services Supplemental Funds**		**N/A**	**In Progress**	**$200,000**	
86	LS	Additional Suspension Costs	N/A	N/A	Executed 5/19/08	$42,764	
91	LS	Contract Days Extension/TRO Compensation to November 08	RPP 8/28/07	TBD	Executed 10/31/07	$1,818,948	
91 S1	LS	Base Contract TRO Extension to September 1, 2009	I&A 10/25/07	Approved 10/30/07	Executed 11/16/07	$8,463,159	
91 S2	LS	Base Contract TRO Extension to December 10, 2010	I&A 9/2/09	Approved 7/15/09	Executed 10/08/09	$5,494,737	
114		**Global TRO Adjustment and TRO Audit**		**TBD**	**In Progress**	**$6,505,263**	
96	FA	SWPPP Steep Slope Stabilization Measures	N/A	N/A	Executed 1/4/08	$190,000	
96S1	FA	Add Funds Shotcrete Slope at Bent 48	N/A	N/A	Executed 7/2/08	$40,000	
109	FA	MEP Coordination	N/A	N/A	Executed 1/30/08	$100,000	
110	FA	Geotech. Exploration Pads and Support	N/A	N/A	Executed 2/20/08	$150,000	
119	FA/LS/ID/ UP	Project Wide SWPPP	I&A 4/07/08	N/A	Executed 4/17/08	$638,939	
119S1	FA	Project Wide SWPPP **(Additional Funds)**	I&A 9/2/09	N/A	Executed 9/3/09	$300,000	$300,000
119S2	FA	**Project Wide SWPPP (Additional Funds)**		**N/A**	**In Progress**	**$850,000**	**$850,000**
123	FA	Treasure Island Yard Lot Rental	I&A 4/16/08	N/A	Executed 4/17/08	$600,000	$350,000
123S1		Additional Funds for Treasure Island Yard Lot Rental	I&A 10/8/09	N/A	Executed 10/26/09	$350,000	
125	FA	Project Access Paving	N/A	N/A	Executed 4/04/08	$150,000	
125S1	FA	Additional Funds, Project Access Paving	I&A 6/12//08	N/A	Executed 6/25/08	$35,000	
130	LS	Project Retention	I&A 4/07/08	N/A	Executed 4/14/08	$136,510	
131	FA	Delete Permanent Erosion Control Items	N/A	N/A	Executed 5/6/09	($74,502)	
132	LS	Storm Damage Slope Repair (Resolved NOPC 17)	N/A	N/A	Executed 5/23/08	$23,870	
139		Revised ESA's	N/A	N/A	Executed 5/23/08	$0	
142	FA	Macalla Road Sinkhole Repair	N/A	N/A	Executed 7/18/08	$150,000	

146	FA	Macalla Road Tree Trimming	N/A	N/A	Executed 7/21/08	$50,000	
146S1	FA	Add Funds Macalla Road Tree Trimming	N/A	N/A	Executed 11/25/08	$50,000	
151		Public Safety Spec Change (Suspended Load)	N/A	N/A	Executed 9/23/08	$0	
157		USCG Access Mitigation Stairway Design to Quarters Above		N/A	Executed 1/28/09	$150,000	
176	FA	Construction Staking	N/A	N/A	Executed 4/08/09	$100,000	
		Non CCO Charges…COZEEP, lead survey, respirator training			**In Progress**	**$1,323,000**	
182		**USCG use parking lots at WTI area Quarters 8**		**TBD**	**In Progress**	**$300,000**	
188		Sound Control Requirements, pile driving restrictions (Specification Only)	6/23/09	N/A	Executed 8/25/09	**$100,000**	
188S1		**Sound Control Impacts to W6 & W7 Pile Driving**		**TBD**	**In Progress**		
195	FA	USCG Stair Access to Quarters 9 along Goat Slope	7/31/09	N/A	Executed 8/25/09	$500,000	($300,000)
203	LS	SSD Base Camera's	N/A	N/A	Executed 10/08/09	$196,884	($503,116)
208		Permanent Gawk Screen on North Side Detour Rail – CCO Deleted				$0	($200,000)
		PIO Office Labor Day Outreach		**N/A**	**In Progress**	**$200,000**	
		Macalla Road Repairs		**N/A**	**In Progress**	**$200,000**	
224	FA	**Treasure Island Material Storage Yard**	I&A 9/17/09	N/A	Executed 10/08/09	**$400,000**	**$400,000**
230	FA	USCG Shuttle for WB Onramp Closure	I&A10/29/09	N/A	Executed 11/19/09	$600,000	$600,000
Current Status for Administrative and General CCOs						**$39,262,486**	**$1,439,304**

Budget Status

As of June 2009 the revised additional cost estimate for Time Related Overhead, escalation issues, and job wide changes is $37.8M with the largest estimated cost being attributed to a global TRO adjustment. As Contract Change Orders for these items are negotiated, this estimate will be updated. Costs related to settlement of NOPC issues not captured here will be paid out of the contract contingency.

Total CCOs executed to date are $29.2M.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 4a

Item- Progress Reports
Draft Monthly Progress Report November 2009

Recommendation:
For Information / **APPROVAL** Confirmation

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Included in this packet is a draft of the Monthly Progress Report November 2009. By meeting time, the PMT will have approved and issued this report on December 2 through delegated TBPOC authority and requests TBPOC confirmation of this approval.

Attachment(s):
Monthly Progress Report November 2009 (see end of binder)

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report November 2009

DRAFT
VERSION 2.0

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

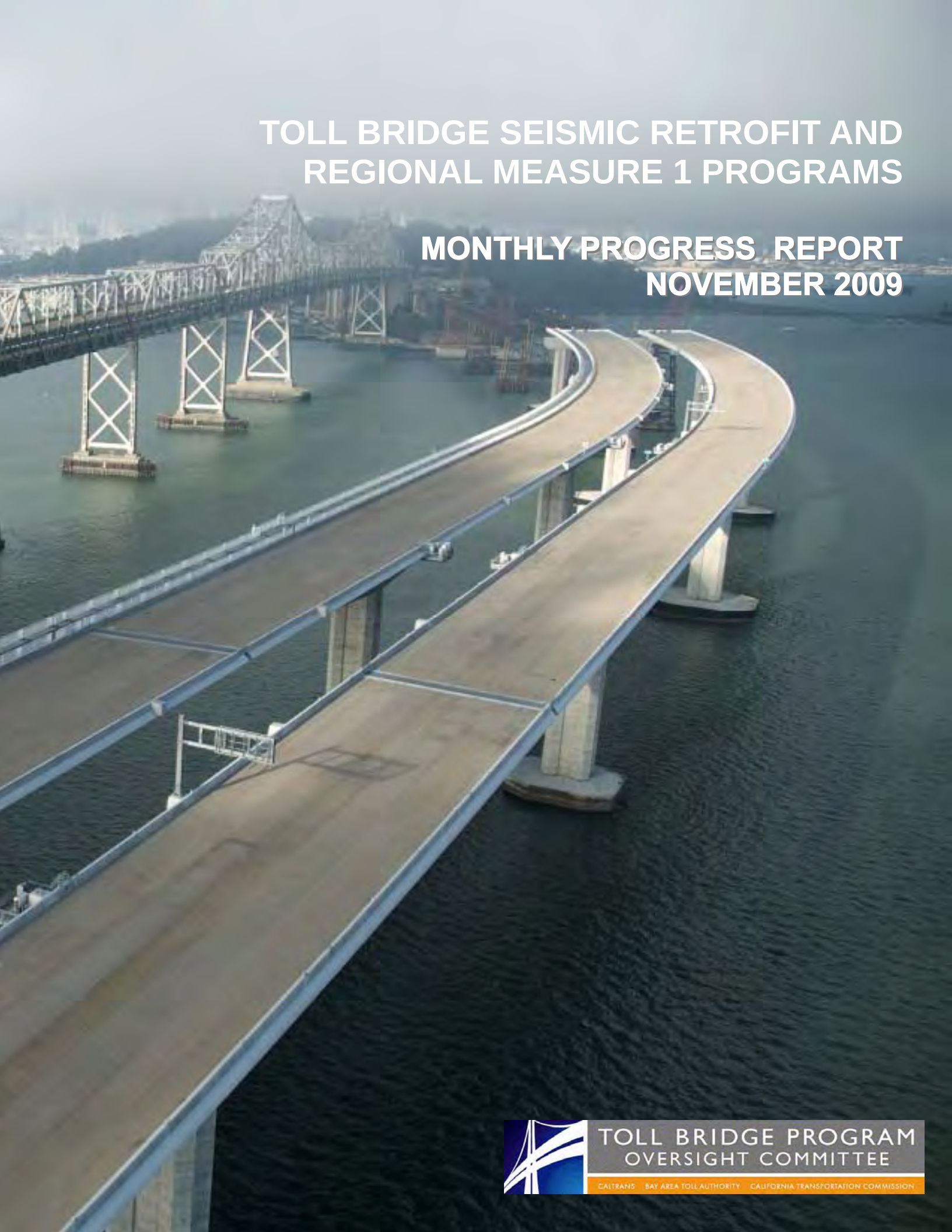
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: December 2009

Aerial View of the Completed Skyway And Existing Bridge

TOLL BRIDGE SEISMIC RETROFIT AND REGIONAL MEASURE 1 PROGRAMS

MONTHLY PROGRESS REPORT
NOVEMBER 2009



TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

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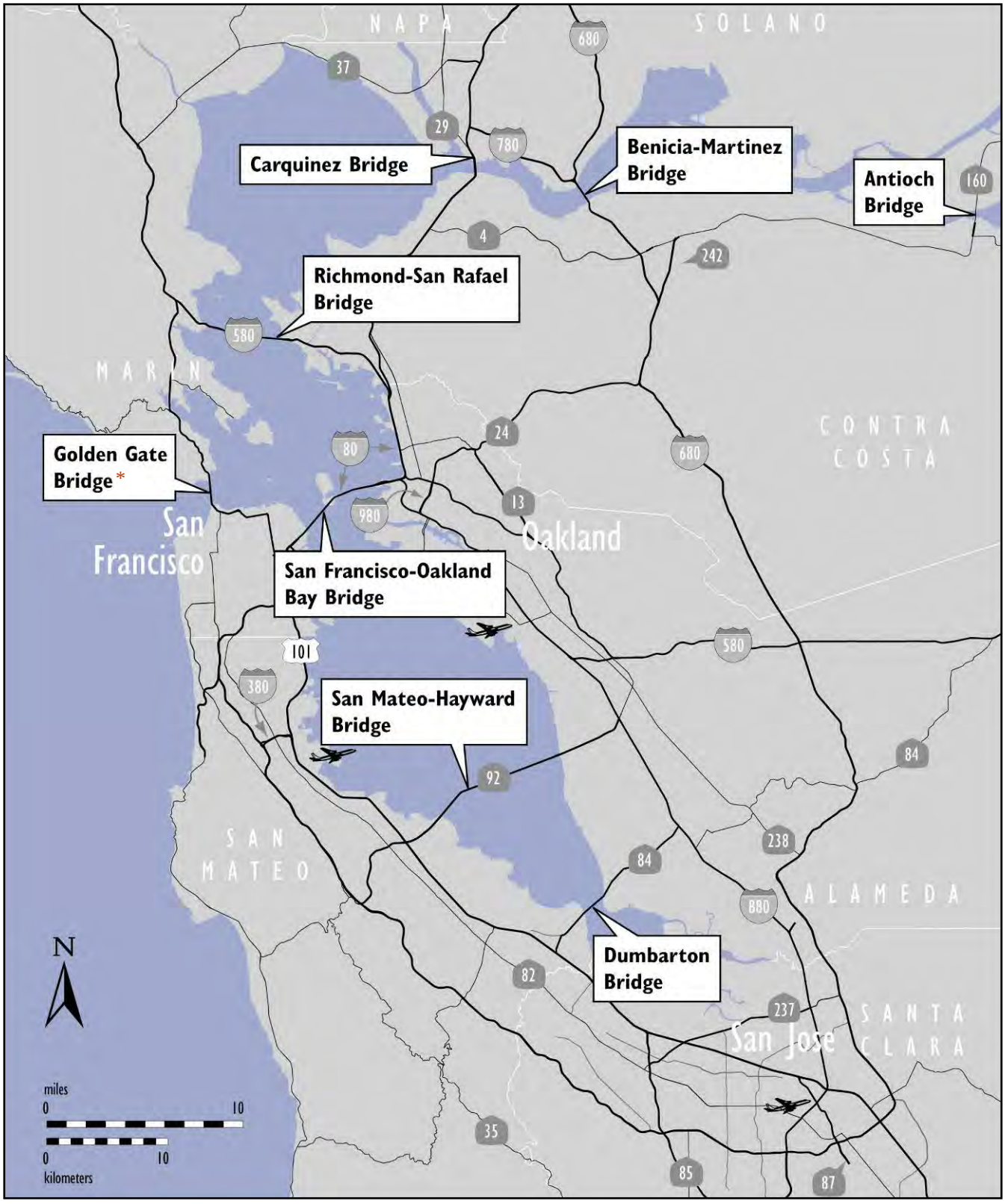
Map of Bay Area Toll Bridges



* The Golden Gate Bridge is owned and operated by the Golden Gate Bridge, Highway, and Transportation District.

Introduction

In July 2005, Assembly Bill (AB) 144 (Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge and State Toll Bridge Seismic Retrofit Program projects. The TBPOC consists of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the committee) and preparing project reports.

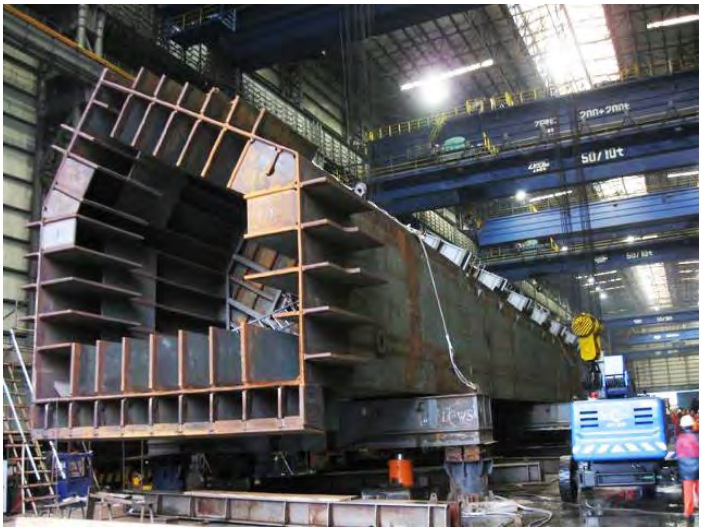
AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
1958 Carquinez Bridge Seismic Retrofit	Complete
1962 Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects called the Regional Measure 1 (RM1) Toll Bridge Program under the responsibility of BATA and Caltrans. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

Regional Measure 1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction
1962 Benicia-Martinez Bridge Reconstruction	Open
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS



SAS Tower West Splice 1 Horizontal Trial Assembly

SAS Tower Lift 1 South Shaft in Vertical Position

Toll Bridge Seismic Retrofit Program Risk Management

A major element of the 2005 Assembly Bill 144, the law creating the TBPOC, was legislative direction to implement a more aggressive risk management program. Such a program has been implemented in stages over time to ensure development of a robust and comprehensive approach to risk management. We have reached a milestone with our risk management program with all elements now fully incorporated, resulting in one of the most detailed and comprehensive risk management programs in the country today.

A comprehensive risk assessment is performed for each project in the program. Based upon those assessments, a forecast is developed using the average cost of risk. These forecasts can both increase and decrease as risks are identified, resolved or retired. Nonetheless, we want to ensure that the public is informed of the risks we have identified and the possible expense they could necessitate.

Based upon the Second Quarter 2009 Risk Management Report, we have identified a $500-$700 million in risks to the program contingency, which is a slight increase from the last quarter. It is important to note that our $690 million budgeted program contingency is sufficient to cover the risks to an 80 percent confidence level. We will continue to work on mitigating these risks to reduce the potential draw on contingencies. Further details on identified risks are included in the contract summaries. .

San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Replacement Project

SAS Superstructure Contract

The prime contractor constructing the Self-Anchored Suspension Bridge from the completed Skyway to Yerba Buena Island is a joint venture of American Bridge/Fluor (ABF). The primarily steel bridge is being fabricated around the world in components. Temporary steel structures have been and are continuing to be erected in the San Francisco Bay to support the new bridge during construction.

The contractor has reported that fabrication of the steel tower and roadway boxes has fallen 15 months behind schedule due to the complexity of the design and

fabrication. The first shipment of roadway boxes (segments 1 through 4) are anticipated by the end of 2009, while the first tower segments are not expected until next year. All components have undergone a rigorous quality review by Shanghai Zhenhua Heavy Industry Co. Ltd. (ZPMC), ABF, and Caltrans to ensure that only bridge components that have been built in accordance to the specifications will be shipped.

On the critical path to completing the bridge is the fabrication of the last two roadway sections at the east end of the new span (Segments 13 and 14). Fabrication of these segments has fallen behind schedule due to delays in the fabrication drawing preparation process. The TBPOC is exploring options to improve review times and communication, including locating additional design staff with shop drawing drafters in Vancouver, Canada. These delays are likely to prevent the westbound opening of the bridge in 2012, but we continue to push for full opening of the bridge in 2013.

Caltrans has established risk management teams to evaluate these challenges and to identify future potential risks to completing the project on time and on budget. In particular, teams are reviewing cable erection plans and mitigation actions. Based on the latest risk management assessment, there is a potential for a $260 million increase on the SAS contract.

Yerba Buena Island Detour Contract

The Yerba Buena Island Detour contractor, C.C. Myers, has rolled out the existing bridge span and rolled in the new east tie-in span of the detour structure that diverts traffic off the existing bridge to the detour structure that now ties into the Yerba Buena Island Tunnel. The traffic switch occurred as scheduled on Labor Day weekend. The contractor continues to make progress on a number of accelerated foundations for the future transition structure from the Self-Anchored Suspension (SAS) bridge to the tunnel.

Based on the last completed risk management assessment, which retired 20 million dollars in previously reported risks, there remains a potential for an $11 million increase for the contract. This assessment is expected to continue; however to decrease next quarter. Remaining risks include unexpected construction challenges during demolition of the old structure. These challenges are being addressed via collaborative on-site meetings between Caltrans and the contractor to actively identify and resolve issues early and at the lowest cost.

Detour Structure East Tie-In Span Completed over the Labor Day Weekend

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

Oakland Touchdown Mole Substation

Eastbound OTD Hinge Pipe Beam Support Installation

Dumbarton/Antioch Bridges Mock-Up of Dumbarton Pier Columns Undergoing Seismic Testing

Oakland Touchdown Contract

In early August, the Oakland Touchdown (OTD) contractor, MCM, continues to be ahead of schedule and has opened construction access on the new westbound OTD structure to the Skyway. Work continues on the eastbound structure.

TBSRP Capital Outlay Support

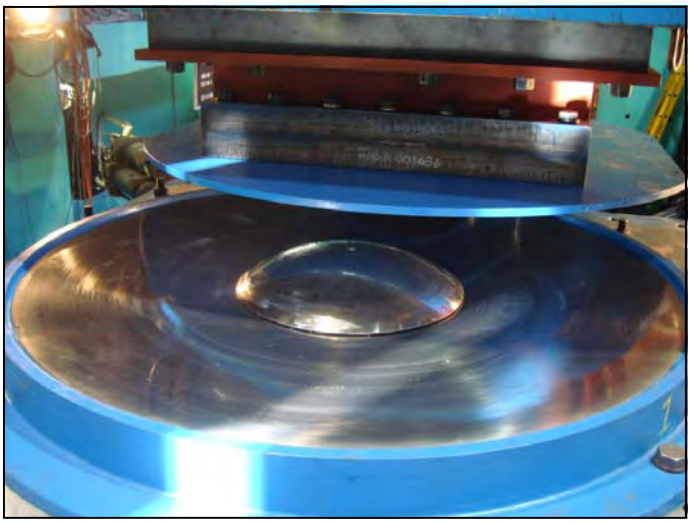
Based on initial discussions with our contractors, early completion of the East Span Project was believed to be possible and sufficient to mitigate potential identified support cost increases. The support cost increases are due primarily to the need to re-advertise the SAS contract and to decisions made to increase our opportunities for early completion of the East Span Project and potential for support cost savings. These decisions include a 12-month schedule extension provided during bid time to attract the maximum number of bidders for the SAS contract and extension of the YBI Detour contract to advance future foundation and column work of the transition structure and west-end deck reconstruction. Since we now judge early completion and the intended cost savings to be unlikely, we forecast a potential drawdown of $244 million from the program contingency for project support. Further increases in project support costs would be expected if the project is delayed beyond the 2013 forecast bridge opening date.

TBSRP Programmatic Risks

This category includes risks that are not yet scoped within existing contracts and/or that spread across multiple contracts. The interdependencies between all of the contracts in the program result in the potential for delays on one contract to impact the other contracts.

Seismic Retrofit of the Dumbarton and Antioch Bridges

When first conceived, the Toll Bridge Seismic Retrofit Program only identified seven of the nine state-owned toll bridges to be in need of seismic retrofit, which excluded the Dumbarton and Antioch Bridges. Further seismic vulnerability studies were completed by Caltrans and BATA on those structures and determined that both structures were in need of retrofit based on current seismic standards. On October 11, 2009, Governor Schwarzenegger approved Assembly Bill 1175 which added the Dumbarton and Antioch Bridges to the Toll Bridge Seismic Retrofit Program. BATA has now initiated efforts to raise tolls on the seven State-



Prototype of Bearing for the Antioch Bridge Seismic Retrofit Project

New Pedestrian Bicycle Path on Benicia-Martinez Bridge Under Construction

Site Preparation for New Route 92 and Interstate 880 Separator

owned toll bridges in the Bay Area to, in part, fund the seismic retrofit of the Dumbarton and Antioch Bridges.

BATA has already funded design plans for both bridge projects in anticipation of the projects being advertised in early 2010. The total estimated cost of these retrofits have been recently revised from $950 million to $750 million as project plans have been refined with reduced scope which have has minimized cost risks.

Regional Measure 1 Toll Bridge Program (RM1)

New Benicia-Martinez Bridge Project

On August 29, 2009, Caltrans, BATA and a number of dignitaries celebrated the substantial completion of the rehabilitation of the 1962 Benicia-Martinez Bridge. As the last major contract of the New Benicia-Martinez Bridge Project, the rehabilitation project converted the existing bridge to carry southbound-only Interstate 680 traffic. The work included adding a new southbound traffic lane (opened in early August 2009), shoulders and a new bicycle/pedestrian pathway. Work is now essentially complete on the new bridge project, except for punchlist work and an upcoming landscaping project.

Interstate 880/State Route 92 Interchange Reconstruction Project

On this interchange reconstruction contract, the new east Route 92 to North Interstate 880 direct connector structure (ENCONN) was completed and opened to detour traffic on May 16, 2009. Work is ongoing on a new separator structure. The Department and BATA have revised the support forecast for the project. An increase in support is due to extended advertisement for the project and weather delays. The project is still forecast to be completed as planned in June 2011.

Toll Bridge Seismic Retrofit Program Cost Summary

	Contract Status	AB 144/SB 66 Budget (Jul 2005)	TBPOC Approved Changes	Current TBPOC Approved Budget (October 2009)	Cost to Date (September 2009)	Current Cost Forecast (October 2009)	Cost Variance	Cost Status
		a	b	c=a+b	d	e	f=e-c	
SFOBB East Span Seismic Replacement								
Capital Outlay Construction								
Skyway	Completed	1,293.0	(38.9)	1,254.1	1,236.9	1,254.1	-	●
SAS Marine Foundations	Completed	313.5	(32.6)	280.9	275.0	280.9	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	821.5	2,014.1	260.4	●
YBI Detour	Construction	132.0	360.8	492.8	384.2	504.0	11.2	●
YBI Transition Structures (YBITS)		299.3	(23.2)	276.1	-	285.9	9.8	●
YBITS 1	Advertised	-		-	-	*223.2*	-	●
YBITS 2	Design	-	-	-	-	*59.4*	-	●
YBITS Landscaping	Design	-		-	-	*3.3*	-	●
Oakland Touchdown		283.8	-	283.8	193.2	289.0	5.2	●
OTD 1	Construction	-		-	*185.3*	*211.0*	-	●
OTD 2	Design	-			-	*64.0*	-	●
OTD Electrical Systems	Design	-		-	-	*4.4*	-	●
Submerged Electric Cable	Completed	-			*7.9*	*9.6*	-	●
Existing Bridge Demolition	Design	239.2		239.2	-	232.1	(7.1)	●
Stormwater Treatment Measures	Completed	15.0	3.3	18.3	16.7	18.3	-	●
Other Completed Contracts	Completed	90.3	-	90.3	89.2	90.3	-	●
Capital Outlay Support		959.3	-	959.3	771.9	1,203.1	243.8	●
Right-of-Way and Environmental Mitigation		72.4	-	72.4	51.2	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	●
Total SFOBB East Span Replacement		5486.6	266.1	5,752.7	3,840.5	6,251.9	499.2	
SFOBB West Approach Replacement								●
Capital Outlay Construction	Completed	309.0	41.7	350.7	328.1	338.1	(12.6)	●
Capital Outlay Support		120.0	-	120.0	116.6	117.0	(3.0)	●
Total SFOBB West Approach Replacement		429.0	41.7	470.7	444.7	455.1	(15.6)	
Completed Program Projects	Completed	1,839.4	(97.5)	1,741.9	1,712.6	1,741.9	-	●
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	●
Net Programmatic Risks		-	-	-	-	165.4	165.4	●
Program Contingency		900.0	(210.3)	689.7	-	40.7	(649.0)	●
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	6,022.5	8,685.0	-	●

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

Toll Bridge Seismic Retrofit Program Schedule Summary

	AB144/SB 66 Project Completion Schedule Baseline (Jul 2005)	TBPOC Approved Changes (Months)	Current TBPOC Approved Completion Schedule (September 2009)	Current Completion Forecast (September 2009)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i=g+h	j	k=j-i	l	
SFOBB East Span Seismic Replacement							
Contract Completion							
Skyway	Apr 2007	8	Dec 2007	Dec 2007	-	●	See Page 32
SAS Marine Foundations	Jun 2008	(5)	Jan 2008	Jan 2008	-	●	See Page 22
SAS Superstructure	Mar 2012	12	Mar 2013	Mar 2013	-	●	See Page 23
YBI Detour	Jul 2007	41	Dec 2010	Dec 2010	-	●	See Page 16
YBI Transition Structures (YBITS)	Nov 2013	12	Nov 2014	Nov 2014	-		See Page 20
YBITS 1			Sep 2013	Sep 2013	-	●	
YBITS 2			Nov 2014	Nov 2014	-	●	
YBITS Landscaping			TBD	TBD	-	●	
Oakland Touchdown	Nov 2013	12	Nov 2014	Nov 2014	-		See Page 33
OTD 1			May 2010	May 2010	-	●	
OTD 2			Nov 2014	Nov 2014	-	●	
OTD Electrical Systems			TBD	TBD	-	●	
Submerged Electric Cable			Jan 2008	Jan 2008	-	●	
Existing Bridge Demolition	Sep 2014	12	Sep 2015	Sep 2015	-	●	
Stormwater Treatment Measures	Mar 2008	-	Mar 2008	Mar 2008	-	●	
SFOBB East Span Bridge Opening and Other Milestones							
OTD West bound Access			Jan 2010	Jan 2010	-	●	
YBI Detour Open			Sep 2009	Sep 2009	-	●	See Page 18
Westbound Open	Sep 2011	12	Sep 2012	Dec 2012	3	●	
Eastbound Open	Sep 2012	12	Sep 2013	Sep 2013	-	●	
SFOBB West Approach Replacement						●	
Contract Completion	Aug 2009	(7)	Jan 2009	Jan 2009	-	●	

Notes: 1) Figures may not sum up to totals due to rounding effects.
2) TBSRP Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with quarterly risk analysis assessments for the TBSRP Projects.

Regional Measure 1 Program Cost Summary

	Contract Status	BATA Baseline Budget (Jul 2005)	BATA Approved Changes	Current BATA Approved Budget (September 2009)	Cost to Date (September 2009)	Current Cost Forecast (September 2009)	Cost Variance	Cost Status
		a	b	c=a+b	d	e	f=e-c	
New Benicia-Martinez Bridge								
Capital Outlay Construction	Construction	861.6	174.0	1,035.6	996.7	1,035.6	-	●
Capital Outlay Support		157.1	35.1	192.2	191.0	192.2	-	●
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-	●
Project Reserve		20.8	3.6	24.4	-	24.4	-	
Total New Benicia-Martinez Bridge		1,059.9	212.6	1,272.5	1,204.7	1,272.5	-	
Interstate 880/Route 92 Interchange Reconstruction								
Capital Outlay Construction	Construction	94.8	60.2	155.0	80.8	155.0	-	●
Capital Outlay Support		28.8	34.6	63.4	50.2	63.4	-	●
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.8	16.9	-	●
Project Reserve		0.3	9.4	9.7	-	9.7	-	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	142.8	245.0	-	
Completed Program Projects		918.9	(30.0)	888.9	878.6	888.9	-	
Total Regional Measure 1 Toll Bridge Program		2,112.6	293.9	2,406.4	2,226.1	2,406.4	-	

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

Regional Measure 1 Program Schedule Summary

	BATA Baseline Completion Schedule (Jul 2005)	BATA Approved Changes (Months)	Current BATA Approved Completion Schedule (October 2009)	Current Completion Forecast (October 2009)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i = g + h	j	k = j - i	l	
New Benicia-Martinez Bridge							
Contract Completion							
1962 BM Bridge Reconstruction	Dec 2009	(4)	Aug 2009	Aug 2009	-	●	See Page 54
New Benicia-Martinez Bridge Opening Date							
New Bridge	Dec 2007	(4)	Aug 2007	Aug 2007	-	●	
Interstate 880/Route 92 Interchange Reconstruction							
Contract Completion							
Interchange Reconstruction	Dec 2010	6	Jun 2011	Jun 2011	-	●	See Page 56

Notes: 1) Figures may not sum to totals due to rounding effects.

Yerba Buena Island Torch Cutting Existing Viaduct Span YB3

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy

When a 250-ton section of the upper deck of the East Span collapsed during the 7.1-magnitude Loma Prieta Earthquake in 1989, it was a wake-up call for the entire Bay Area. While the East Span quickly reopened within a month, critical questions lingered: How could the Bay Bridge—a vital regional lifeline structure—be strengthened to withstand the next major earthquake? Seismic experts from around the world determined that to make each separate element seismically safe on a bridge of this size, the work must be divided into numerous projects. Each project presents unique challenges. Yet there is one common challenge — the need to accommodate the more than 280,000 vehicles that cross the bridge each day.

Overview of the Completed West Approach Replacement Structure

West Approach Seismic Replacement Project
Project Status: Completed 2009

Seismic safety retrofit work on the West Approach in San Francisco—bounded on the west by 5th Street and on the east by the anchorage of the west span at Beale Street—involved completely removing and replacing this one-mile stretch of Interstate 80, as well as six on- and off-ramps within the confines of the West Approach's original footprint. This project was completed on April 8, 2009.

West Span Seismic Retrofit Project
Project Status: Completed 2004

The West Span lies between Yerba Buena Island and San Francisco and is made up of two complete suspension spans connected at a center anchorage. Retrofit work included adding massive amounts of steel and concrete to strengthen the entire West Span, along with new seismic shock absorbers and bracing.

West Span of the Bay Bridge

East Span Seismic Replacement Project

Rather than a seismic retrofit, the two-mile-long East Span is being completely rebuilt. When completed, the new East Span will consist of several different sections, but will appear as a single streamlined span. The eastbound and westbound lanes of the East Span will no longer include upper and lower decks. The lanes will instead be parallel, providing motorists with expansive views of the bay. These views also will be enjoyed by bicyclists and pedestrians, thanks to a new path on the south side of the bridge that will extend all the way to Yerba Buena Island. The new span will be aligned north of the existing bridge to allow traffic to continue to flow on the existing bridge as crews build the new span.

The new span will feature the world's longest Self-Anchored Suspension (SAS) bridge that will be connected to an elegant roadway supported by piers (Skyway), which will gradually slope down toward the Oakland shoreline (Oakland Touchdown). A new transition structure on Yerba Buena Island (YBI) will connect the SAS to the YBI Tunnel and will transition the east span's side-by-side traffic to the upper and lower decks of the tunnel and west span.

When construction of the new east span is complete and vehicles have been safely rerouted to it, the original east span will be demolished.

Architectural Rendering of the New Self-Anchored Suspension Bridge on the East Span of the Bay Bridge

Overview of the Completed Detour on the Right and Demolition of the Old Bridge in Progress

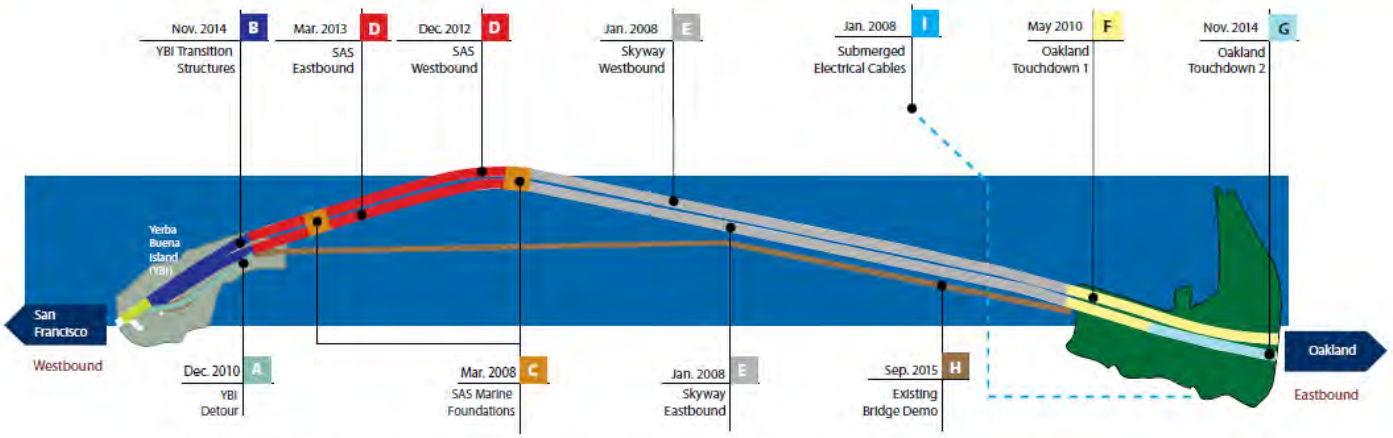
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

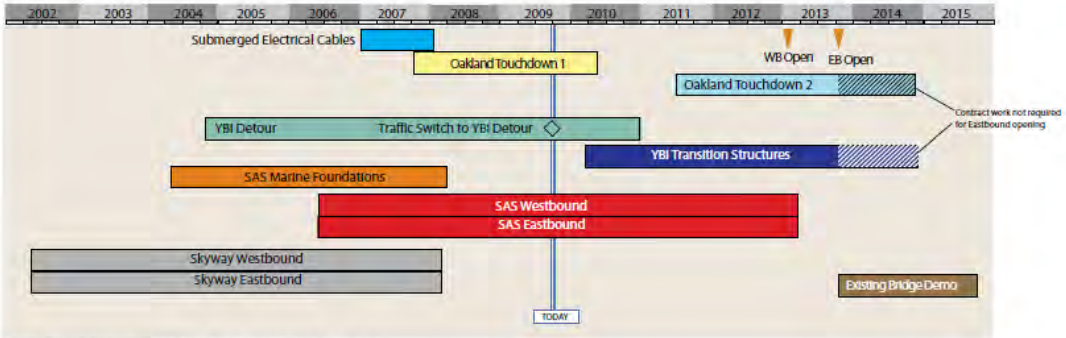
San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

The new East Span bridge can be split into four major components—the Skyway and the Self-Anchored Suspension bridge in the middle and the Yerba Buena Island Transition Structures and Oakland Touchdown approaches at either end. Each component is being constructed by one to three separate contracts that all have been sequenced together.

Highlighted below are the major East Span contracts, including their schedules. The letter designation before each contract corresponds to contract descriptions in the rest of the report.

SFOBB East Span Work Sequence





Note: Dates shown above are forecast completion dates.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Detour (YBID)

As with all of the Bay Bridge's seismic retrofit projects, crews must build the Yerba Buena Island Transition Structures (YBITS) without disrupting traffic. To accomplish this daunting task, YBID eastbound and westbound traffic was shifted off the existing roadway and onto a temporary detour on Labor Day weekend 2009. Drivers will use this detour, just south of the original roadway, until traffic is moved onto the new East Span.

A YBID Contract

Contractor: C.C. Myers Inc.
Approved Capital Outlay Budget: $492.8 M
Status: 80% Complete as of September 2009

This contract was originally awarded in early 2004 to construct the detour structure for the planned 2006 opening of the new East Span. Due to the re-advertisement of the SAS superstructure contract in 2005 because of a lack of funding at the time, the bridge opening was rescheduled to 2013. To better integrate the contract into the current East Span schedule and to improve seismic safety and mitigate future construction risks, the TBPOC has approved a number of changes to the contract, including adding the deck replacement work near the tunnel that was rolled into place over Labor Day weekend 2007, advancing future transition structure foundation work and making design enhancements to the temporary detour structure.

These changes have increased the budget and forecast for the contract to cover the revised project scope and potential project risks.

Successful Labor Day Weekend 2007 Roll-In Structure to the Tunnel

Tunnel Approach Roadway Replacement

The first in a series of activities to open the detour viaduct was completed in 2007 with the replacement of a 350-foot-long stretch of upper-deck roadway just east of the Yerba Buena Island Tunnel. During this historic milestone, the entire Bay Bridge was closed over the 2007 Labor Day weekend so crews could demolish and replace the old section of the deck with a seismically upgraded 6,500-ton precast section of viaduct that was literally pushed into place (see photo above).

Status: Completed.

Detour Viaduct Fabrication and Construction

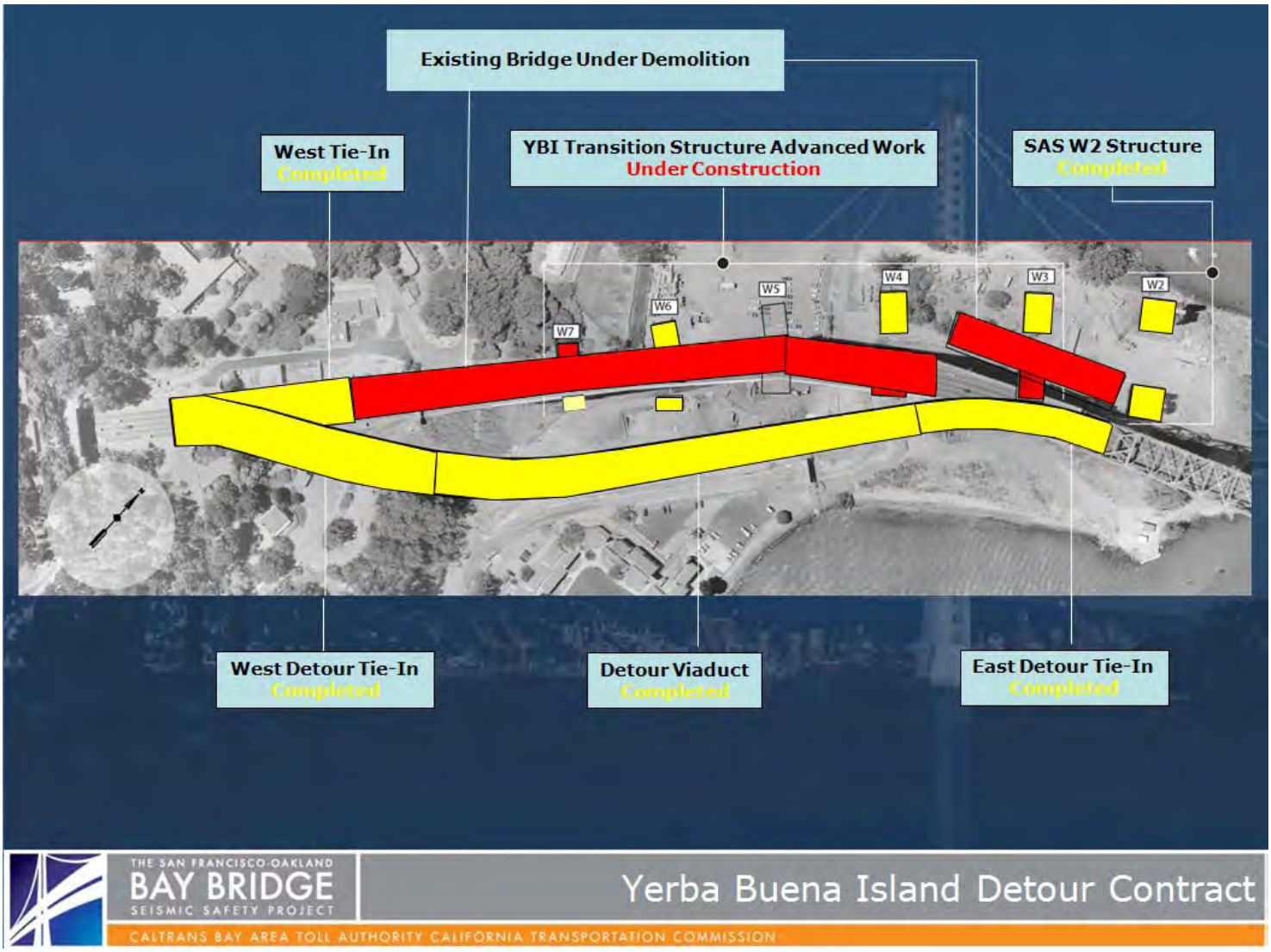
The detour viaduct runs parallel to the existing lanes on the island and ties back into the existing bridge and tunnel. Speed limits have been reduced due to the turns needed to get on and off the detour. The viaduct looks quite similar to the existing bridge, with steel cross beams and girders and a concrete roadway deck. To ensure a good fit, the steel viaduct truss members were pre-fitted during fabrication in South Korea and Oregon. Opening of the detour to traffic is discussed on the following page.

Status: Completed.

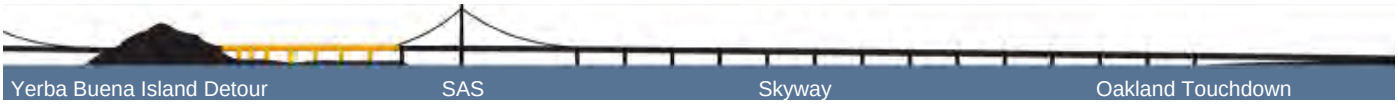
Demolition of Existing Viaduct

After shifting traffic onto the detour structure, crews will focus on the demolition of the existing bridge structure into the tunnel. The old transition structure will need to be removed before construction of the new transition structures from the SAS bridge to the YBI Tunnel can be completed.

Status: Started in early September 2009 and is forecast to be completed in May 2010.



Overview of Yerba Buena Island Detour Contract Scope of Work and Current Status



TOLL BRIDGE SEISMIC RETROFIT PROGRAM
Yerba Buena Island Detour (YBID) Existing Bridge Demolition

Shifting traffic to the Yerba Buena Island Detour was the most significant realignment of the bridge to date. To accomplish this, crews cut away a 288-foot portion of the existing truss bridge and replaced it with a connection to the detour. This dramatic maneuver involved aerial construction that occurred more than 100 feet above the ground. Vehicles will travel on the detour until the completion of the new East Span.

This “S” curve detour now allows for the Yerba Buena Island demolition of the existing structure to proceed. This is a critical step in the overall East Span bridge construction.

Status: Demolition of the existing structure is underway.

Yerba Buena Island Detour Existing Viaduct Span Y3 Being Demolished

Completed Yerba Buena Island Detour East Tie-In Roll-Out/Roll-In Structure

San Francisco-Oakland Bay Bridge East Span Replacement Demolition Progress

YBID Demolition of Existing Viaduct

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Transition Structures (YBITS)

The new Yerba Buena Island Transition Structures (YBITS) will connect the new SAS bridge span to the existing Yerba Buena Island Tunnel, transitioning the new side-by-side roadway decks to the upper and lower decks of the tunnel. The new structures will be cast-in-place reinforced concrete structures that will look very similar to the already constructed Skyway structures. While some YBITS foundations and columns have been advanced by the YBID contract, the remaining work will be completed under three separate YBITS contracts.

Yerba Buena Island Transition Drainage Grading

B YBITS #1 Contract

Contractor: TBD
Current Capital Outlay Forecast: $223.2 M
Status: Advertised

The YBITS #1 contract will construct the mainline roadway structures from the SAS bridge to the YBI tunnel. Work on the structures is scheduled to start once the existing structures have been demolished and removed from the site. An addendum to revise the bid opening date to December 15, 2009 was issued in May.

Rendering of Future Yerba Buena Island Transition Structures (top) with Detour Viaduct (bottom)

YBITS #2 Contract

Contractor: TBD
Current Capital Outlay Forecast: $59.4 M
Status: In Design

The YBITS #2 contract will demolish the detour viaduct after all traffic is shifted to the new bridge and will construct a new eastbound on-ramp to the bridge in its place. The new ramp will also provide the final link for bicycle/pedestrian access off the SAS bridge onto Yerba Buena Island.

YBITS Landscaping Contract

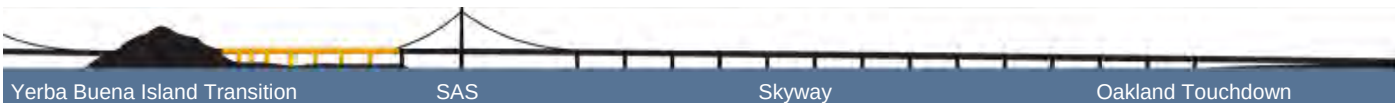
Contractor: TBD
Current Capital Outlay Forecast: $3.3 M
Status: In Design

Upon completion of the YBITS work, a follow-on landscaping contract will be executed to re-plant and landscape the area.

Yerba Buena Island Transition Structures Advanced Work

Due to the re-advertisement of the SAS superstructure contract in 2005, it became necessary to temporarily suspend the detour contract and make design changes to the viaduct. To make more effective use of the extended contract duration and to reduce overall project schedule and construction risks, the TBPOC approved the advancement of foundation and column work from the Yerba Buena Island Transition Structures contract.

Overview of YBITS Advanced Column Work in Progress



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Self-Anchored Suspension (SAS) Bridge

If one single element bestows the status of world class on the new Bay Bridge East Span, it is the Self-Anchored Suspension (SAS) bridge. This engineering marvel will be the world's largest SAS span at 2,047 feet in length, as well as the first bridge of its kind built with a single tower.

The SAS was separated into three separate contracts—construction of the land-based foundations and columns at Pier W2; construction of the marine-based foundations and columns at Piers T1 and E2; and construction of the SAS steel superstructure, including the tower, roadway, and cabling. Construction of the foundations at Pier W2 and at Piers T1 and E2 was completed in 2004 and 2007, respectively.

SAS T1 Trestle Being Constructred

SAS Land Foundation Contract

Contractor: West Bay Builders, Inc.
Approved Capital Outlay Budget: $26.4 M
Status: Completed

The twin W2 columns on Yerba Buena Island provide essential support for the western end of the SAS bridge, where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge columns required massive amounts of concrete and steel and are anchored 80 feet into the island's solid bedrock.

SAS West Elevation of W2

C SAS Marine Foundations Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $280.9 M
Status: Completed

Construction of the piers at E2 and T1 required significant on-water resources to drive the foundation support piles down, not only to bedrock, but also through the bay water and mud (see rendering on facing page).

The T1 foundation piles extend 196 feet below the waterline and are anchored into bedrock with heavily reinforced concrete rock sockets that are drilled into the rock. Driven nearly 340 feet deep, the steel and concrete E2 foundation piles were driven 100 feet deeper than the deepest timber piles of the existing east span in order to get through the bay mud and reach solid bedrock.

D SAS Superstructure Contract

Contractor: American Bridge/Fluor Enterprises, Joint Venture
Approved Capital Outlay Budget: $1,753.7 M
Status: 46% Complete as of September 2009

Rising 525 feet above mean sea level and embedded in rock, the single-tower SAS span is designed to withstand a massive earthquake. The SAS bridge is not just another suspension bridge. Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them. These cables hold up the roadbed and are anchored to the east end of the box girders. While there will appear to be two main cables on the SAS, there will actually only be one. This single cable will be anchored within the eastern end of the roadway, carried over the tower and then wrapped around the two side-by-side decks at the western end.

The single steel tower will be made up of four separate legs and the tower head connected by shear link beams, which function much like a fuse in an electrical circuit. These beams will absorb most of the impact from an earthquake, preventing damage to the tower legs.

The next several pages highlight the construction sequence of the SAS and are followed by detailed updates on specific construction activities.

Architectural Rendering of New Self-Anchored Suspension Span

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Construction Sequence

Step 1 - Construct Temporary Support Structures

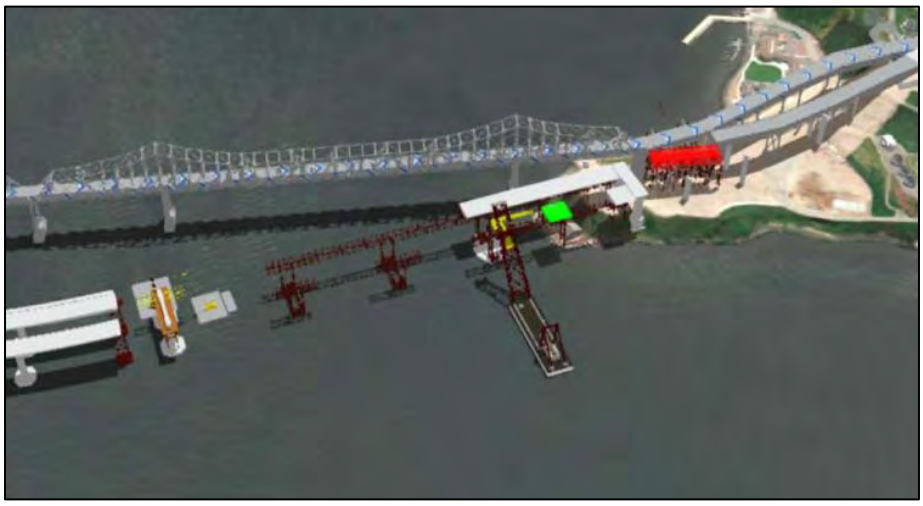
Temporary support structures will need to be erected from the Skyway to Yerba Buena Island to support the new SAS bridge during construction.

Status: Foundations for the temporary supports are complete. Support structures are now being installed from west to east.

Step 2 - Install Roadways

The roadway boxes will be lifted into place by using the shear-leg crane barge. The boxes will be bolted and welded together atop the temporary support trusses to form two continuous parallel steel roadway boxes.

Status: The Roadway Box segments are being fabricated (see page 26 for more information).



Step 3 - Install Tower

Each of the four legs of the tower will be erected in five separate lifts. The first lift will use the shear-leg crane barge while the remaining higher lifts will use a temporary support tower and lifting jacks.

Status: The first shipment of tower sections is being fabricated (see page 26 for more information).

Step 4 - Main Cable and Suspender Installation

The main cable will be pulled from the east end of the SAS bridge, over the tower, and wrapped around the west end before returning back. Suspender cables will be added to lift the roadway decks off the temporary support structure.

Status: Cable installation is pending the erection of the tower and roadway spans.

Step 5 - Westbound Opening

The new bridge will first open in the westbound direction pending completion of the Yerba Buena Island Transition Structures. Westbound access to the Skyway from Oakland will be completed by the Oakland Touchdown #1 contract in 2009.

Status: Westbound opening is scheduled for 2012.

Step 6 - Eastbound Opening

Opening of the bridge in the eastbound direction is pending completion of Oakland Touchdown #2, which needs westbound traffic off the existing bridge before the eastbound approach structure can be completed.

Status: Eastbound opening is scheduled for 2013.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities

Nearly every component of the SAS above the waterline—from the temporary support structures to the roadway and tower box sections to the main cable and suspender ropes—will be fabricated off-site and erected into place upon arrival in the Bay Area. This project is truly global in nature, with fabrication of the bridge components occurring not only in the United States but around the world—in China, the United Kingdom, Japan, South Korea and other locations.

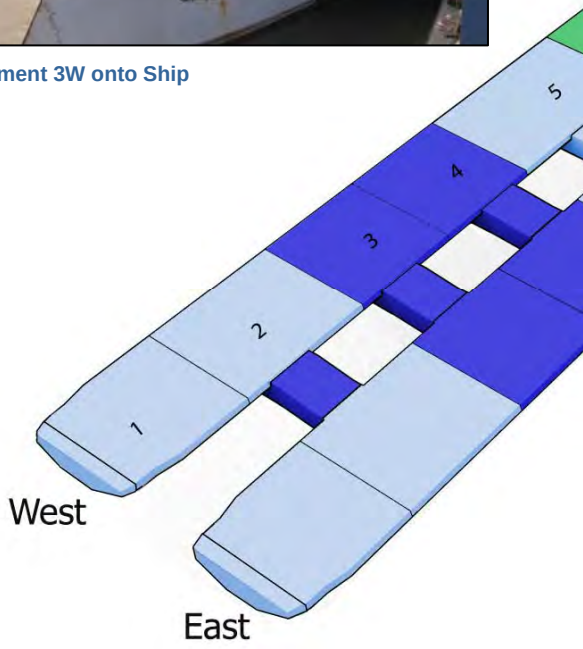
SAS Loading of Segment 3W onto Ship

Roadway and Tower Segments

Like giant three-dimensional jigsaw puzzles, the roadway and tower segments of the SAS bridge are hollow steel shells that are internally strengthened and stiffened by a highly engineered network of welded steel ribs and diaphragms. The use of steel in this manner allows for a flexible yet relatively light and strong structure able to withstand the massive loads placed on the bridge during seismic events.

Status: The contractor has reported that fabrication of the steel tower and roadway boxes has fallen 15 months behind schedule due to the complexity of the design and fabrication.

As shown in the diagram to the right, roadway segments 1 to 11 are in segment assembly or further along in the process, while segment 12 is in subassembly fabrication. Tower segments 1 to 4 are in various stages of fabrication. The first shipment of roadway boxes (segments 1 through 4) are anticipated by the end of the year, while the first tower segments are expected next year.



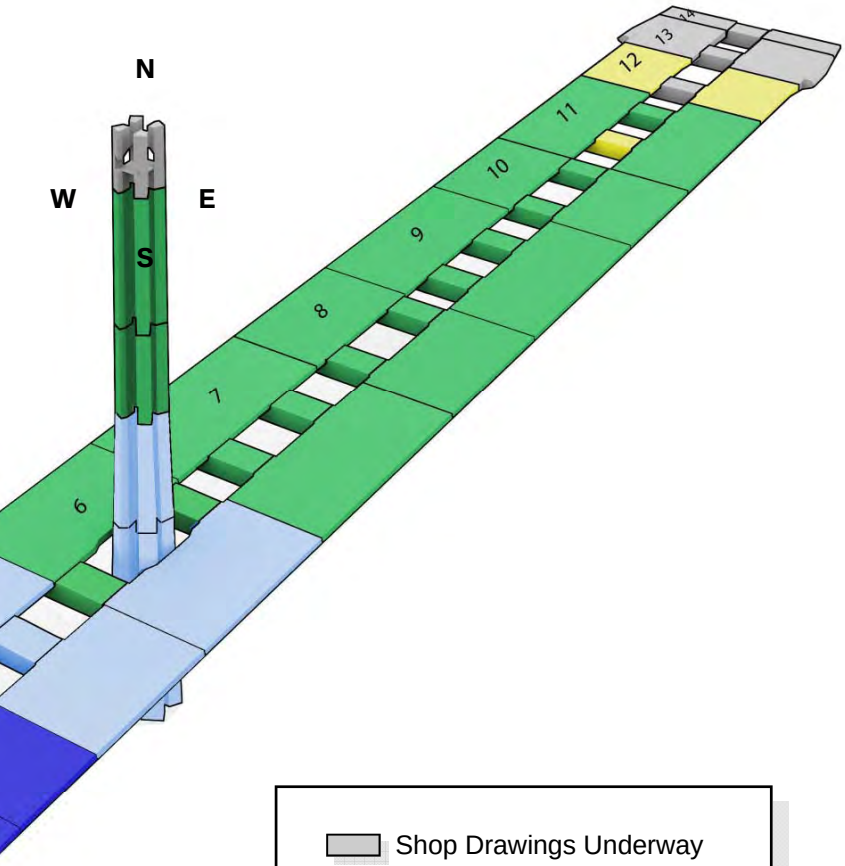
All components have undergone a rigorous quality review by ZPMC, ABF, and Caltrans to ensure that only bridge components that have been built in accordance to the specifications will be shipped.

On the critical path to completing the bridge are the fabrication of the last two roadway sections (segments 13 and 14). Start of fabrication of these segments has fallen behind schedule due to delays in the fabrication drawing preparation process. The TBPOC continues to execute and explore options to improve review times and communication, including locating additional design staff with shop drawing drafters in Vancouver, Canada.

These delays will likely prevent the westbound opening of the bridge in 2012, but we continue to estimate for full opening of the bridge in 2013 (see additional progress photos on pages 78 through 87).

Fabrication Progress Diagram

Though November 10, 2009



SAS Tower Lift 1 South and East Lift in Vertical Position

SAS Lifts in Heavy Duty Dock

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities (cont.)

Cables and Suspenders

One continuous main cable will be used to support the roadway deck of the SAS bridge. Anchored into the eastern end of the bridge, the main cable will start on the east end of the box girder, go over the main tower at T1, loop around the western end of the roadway decks at Pier W2, and then go back over the main tower to the eastern end of the box girder. The main cable will be made up of bundles of individual wire strands. Supporting the roadway decks to the main cable will be a number of smaller suspender cables. The main cable will be fabricated in China and the suspender cables in Missouri, USA.

Status: Initial trial testing of the main cable strands was performed in September 2009.

SAS Cable Band Machining

SAS Service Platform Upper-Frame Galvanizing, California

Saddles, Bearings, Hinges, and Other Bridge Components

The mounts on which the main cable and suspender ropes will sit are made from solid steel castings. Castings for the main cable saddles are being made by Japan Steel Works, while the cable bands and brackets are being made by Goodwin Steel in the United Kingdom.

The bridge bearings and hinges that support, connect, and transfer loads from the self-anchored suspension (SAS) span to the adjoining sections of the new east span are being fabricated in a number of locations. Work on the bearings is being performed in Pennsylvania, USA and South Korea, while hinge pipe beams are being fabricated in Oregon, USA.

Status: Under fabrication.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Field Activities

Shear-Leg Barge Crane Lifting a Section of Temporary Support Structure

Shear-Leg Barge Crane

The massive shear-leg barge crane that is helping to build the SAS superstructure arrived in the San Francisco Bay on March 12, 2009 after a trans-Pacific voyage.

The crane and barge are separate units operating as a single entity dubbed the “Left Coast Lifter.” The 400-by-100-foot barge is a U.S.–f lagged vessel that was custom - built in Portland, Oregon by U.S. Barge, LLC and outfitted with the crane by Shanghai Zhenhua Heavy Industry Co. Ltd. (ZPMC) at a facility near Shanghai, China. The crane’s boom weighs 992 tons and is 328 feet long. The crane can lift up to 1,873 tons, including the deck and tower sections for the SAS.

The crane has off-loaded all temporary structures shipped to date and has lifted 75 percent of the temporary structures into place. Work on the eastbound side of the SAS must occur first, as the crane cannot reach over permanent westbound decks to work on the eastbound roadway.

Status: At jobsite.

SAS View from East of E2

Cap Beams

Construction of the massive steel-reinforced concrete cap beams that link the columns at piers W2 and E2 was left to the SAS superstructure contractor and represents the only concrete portions of work on that contract. The east and west ends of the SAS roadway will rest on the cap beams and the main cable will wrap around Pier W2, while anchoring into the east end of the SAS deck sections near E2.

Status: Completed.

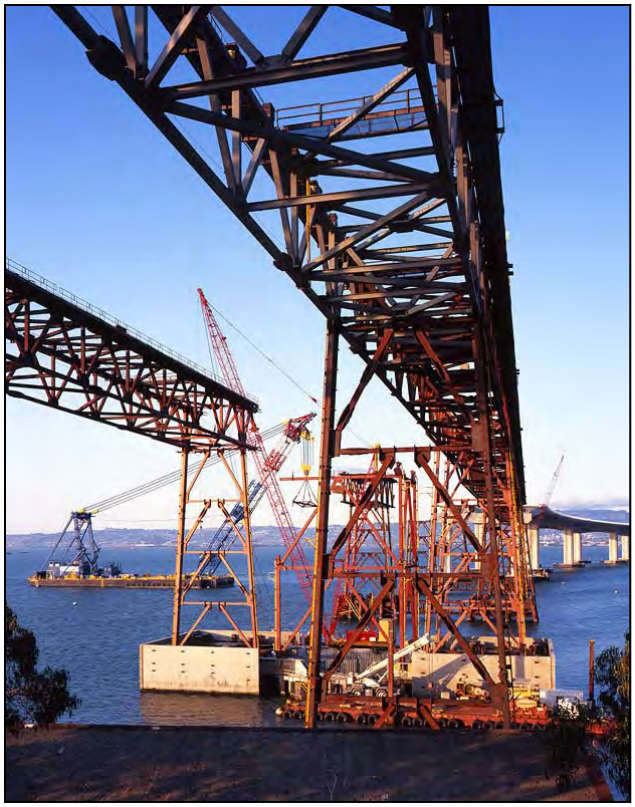
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Field Activities

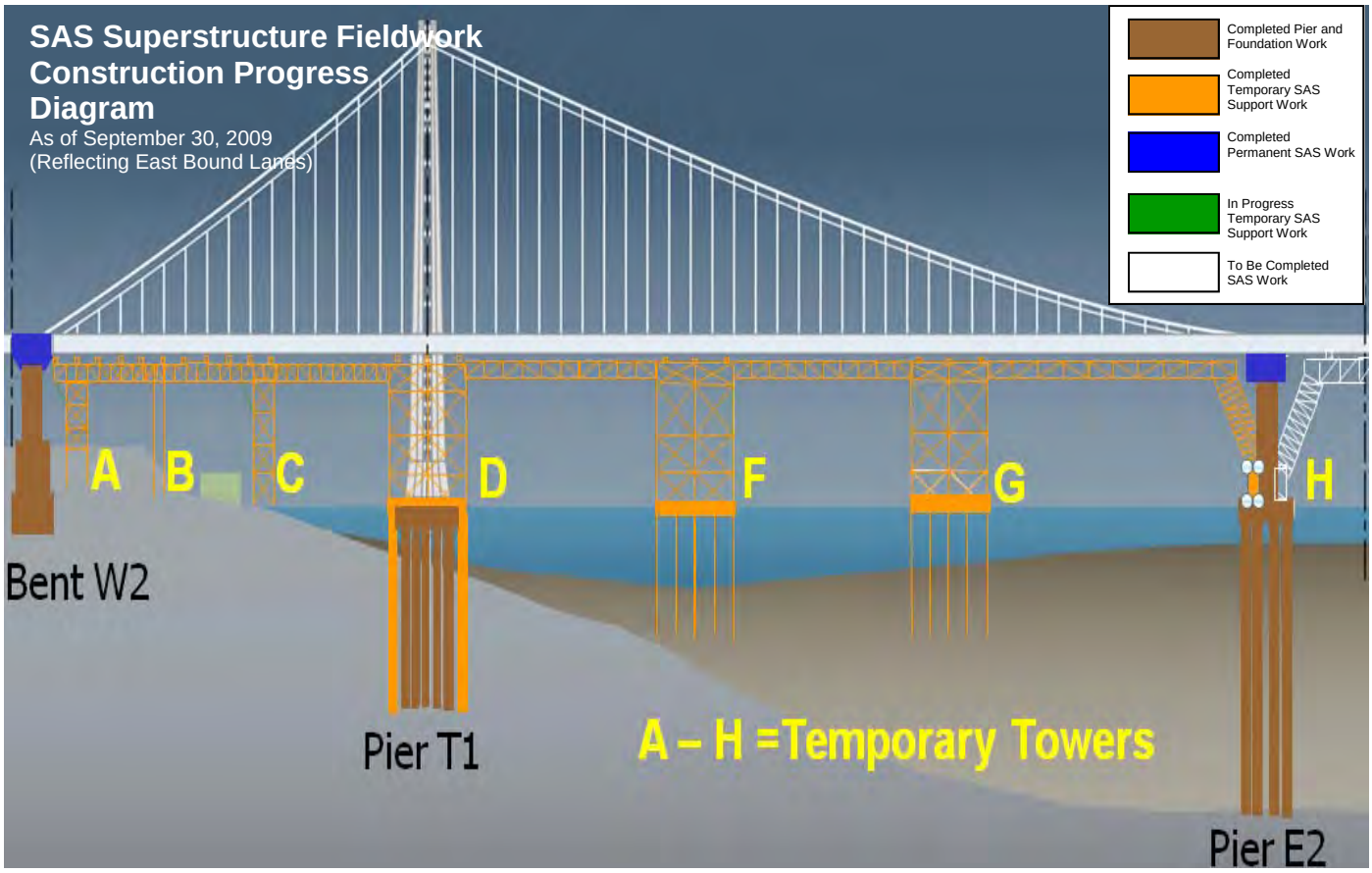
Temporary Support Structures

To erect the roadway decks and tower of the bridge, temporary support structures will first be put in place. Almost a bridge in itself, the temporary support structures will stretch from the end of the completed Skyway back to Yerba Buena Island. For the tower, a strand jack system is being built into the tower's temporary frame to elevate the upper sections of the tower into place. These temporary supports are being fabricated in the Bay Area, as well as in Oregon and in China at ZPMC.

Status: The temporary support foundations and six temporary towers have been completed and 75 percent of the temporary structures are in place.



SAS Eastbound and Westbound Temporary Support Structures



SAS East and Westbound Temporary Support Structures Looking East

SAS Temporary Support Structures and Tower Erection Temporary Framing and the End of the completed Skyway on the Left

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Skyway

The Skyway, which comprises much of the new East Span, will drastically change the appearance of the Bay Bridge. Replacing the gray steel that currently cages drivers, a graceful, elevated roadway supported by piers will provide sweeping views of the bay.

Completed Skyway Left of Existing East Span

E Skyway Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $1,254.1 M
Status: Completed

Extending for more than a mile across Oakland mudflats, the Skyway is the longest section of the East Span. It sits between the new Self-Anchored Suspension (SAS) span and the Oakland Touchdown. In addition to incorporating the latest seismic-safety technology, the side-by-side roadway decks of the Skyway feature shoulders and lane widths built to modern standards.

The Skyway's decks are composed of 452 pre-cast concrete segments (standing three stories high), and contain approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling and about 450 thousand cubic yards of concrete. These are the largest segments of their kind ever cast and were lifted into place by winches that were custom-made for this project.

Western End of Completed Skyway

The Skyway marine foundation consists of 160 hollow steel pipe piles measuring eight feet in diameter and dispersed among 14 sets of piers. The 365-ton piles were driven more than 300 feet into the deep bay mud. The new East Span piles were battered or driven in at an angle, rather than vertically, to obtain maximum strength and resistance.

Designed specifically to move during a major earthquake, the Skyway features several state-of-the art seismic safety innovations, including 60-foot-long hinge pipe beams. These beams will allow deck segments on the Skyway to move, enabling the deck to withstand greater motion and to absorb more earthquake energy.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Oakland Touchdown

When completed, the Oakland Touchdown (OTD) structures will connect Interstate 80 in Oakland to the new side-by-side decks of the new East Span. For westbound drivers, the OTD will be their introduction to the graceful new East Span. For eastbound drivers from San Francisco, this section of the bridge will carry them from the Skyway to the East Bay, offering unobstructed views of the Oakland hills.

The OTD will be constructed through two contracts. The first contract will build the new westbound lanes, as well as part of the eastbound lanes. The second contract to complete the eastbound lanes cannot fully begin until westbound traffic is shifted onto the new bridge so that a portion of the upper deck of the existing bridge can be demolished to allow for a smooth transition for the new eastbound lanes in Oakland.

F Oakland Touchdown #1 Contract

Contractor: MCM Construction, Inc.
Current Capital Outlay Forecast: $211.0 M
Status: 84% Complete as of September 2009

The OTD #1 contract constructs the entire 1,000-foot-long westbound approach from the toll plaza to the Skyway. When completed, the westbound approach structure will provide direct access to the westbound Skyway. In the eastbound direction, the contract will construct a portion of the eastbound structure and all of the eastbound foundations that are not in conflict with the existing bridge.

Status: On the westbound structure, the contractor has completed all foundation work and is now proceeding with eastbound superstructure work. The contractor MCM re-established temporary construction access to the Skyway structure over the new westbound Oakland Touchdown on August 4.

G Oakland Touchdown #2 Contract

Contractor: TBD
Current Capital Outlay Forecast: $64.0 M
Status: In design

The OTD #2 contract will complete the eastbound approach structure from the end of the Skyway to Oakland. This work is critical to the eastbound opening of the new bridge, but cannot be completed until westbound traffic has been shifted off the existing upper deck to the new SAS bridge.

Oakland Touchdown Progress

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Other Contracts

A number of contracts needed to relocate utilities, clear areas of archeological artifacts, and prepare areas for future work have already been completed. The last major contract will be the eventual demolition and removal of the existing bridge, which by that time will have served the Bay Area for nearly 80 years. Following is a status of some the other East Span contracts.

Archeological Investigations

East Span Interim Seismic Retrofit

Contractors: 1) California Engineering Contractors
2) Balfour Beatty
Approved Capital Outlay Budget: $30.8 M
Status: Completed

After the 1989 Loma Prieta Earthquake, and before the final retrofit strategy was determined for the East Span, Caltrans completed an interim retrofit of the existing bridge to prevent a catastrophic collapse of the bridge should a similar earthquake occur before the East Span was completely replaced. The interim retrofit was performed under two separate contracts that lengthened pier seats, added some structural members, and strengthened areas of the bridge so they would be more resilient during an earthquake.

Existing East Span of Bay Bridge

Stormwater Treatment Measures

Contractor: Diablo Construction, Inc.
Approved Capital Outlay Budget: $18.3 M
Status: Completed

The Stormwater Treatment Measures contract implemented a number of best practices for the management and treatment of stormwater runoff. Focused on the areas around and approaching the toll plaza, the contract added new drainage and built new bio-retention swales and other related constructs.

Stormwater Retention Basin

Yerba Buena Island Substation

Contractor: West Bay Builders
Approved Capital Outlay Budget: $11.6 M
Status: Completed

This contract relocated an electrical substation just east of the Yerba Buena Island Tunnel in preparation for the new East Span.

Pile Installation Demonstration

Contractor: Manson and Dutra, Joint Venture
Approved Capital Outlay Budget: $9.2 M
Status: Completed

While common in offshore drilling, the new East Span is one of the first bridges to use large-diameter battered piles in its foundations. To minimize project risks and build industry knowledge, a pile installation demonstration project was initiated to prove the efficacy of the proposed technology and methodology. The demonstration was highly successful and helped result in zero contract change orders or claims for pile driving on the project.

H Existing Bridge Demolition

Contractor: TBD
Approved Capital Outlay Budget: $239.2 M
Status: In Design

Design work on the contract will start in earnest as the opening of the new bridge to traffic approaches.

New YBI Electrical Substation

I Electrical Cable Relocation

Contractor: Manson Construction
Approved Capital Outlay Budget: $9.6 M
Status: Completed

A submerged cable from Oakland that is close to where the new bridge will touch down supplies electrical power to Treasure Island. To avoid any possible damage to the cable during construction, two new cables were run from Oakland to Treasure Island to replace the existing cable. The extra cable was funded by the Treasure Island Development Authority and its future development plans.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Other Completed Projects

The State Legislature in the 1990s identified seven of the nine state-owned toll bridges for seismic retrofit. In addition to the San Francisco-Oakland Bay Bridge, these included the Benicia-Martinez, Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges in the Bay Area, and the Vincent Thomas and Coronado bridges in Southern California. Other than the East Span of the Bay Bridge, the retrofits of all of the bridges have been completed as planned.

High-Rise Section of San Mateo-Hayward Bridge

San Mateo-Hayward Bridge Seismic Retrofit Project
Project Status: Completed 2000

The San Mateo-Hayward Bridge seismic retrofit project focused on the strengthening of the high-rise portion of the span. The foundations of the bridge were significantly upgraded with additional piles.

1958 Carquinez Bridge (foreground) with the 1927 Span (middle) under Demolition and the New Alfred Zampa Memorial Bridge (background)

1958 Carquinez Bridge Seismic Retrofit Project
Project Status: Completed 2002

The eastbound 1958 Carquinez Bridge was retrofitted in 2002 with additional reinforcement of the cantilever thru-truss structure.

1962 Benicia-Martinez Bridge Seismic Retrofit Project
Project Status: Completed 2003

The southbound 1962 Benicia-Martinez Bridge was retrofitted to “Lifeline” status with the strengthening of the foundations and columns and the addition of seismic bearings that allow the bridge to move during a major seismic event. The Lifeline status means the bridge is designed to sustain minor to moderate damage after an event and to reopen quickly to emergency response traffic.

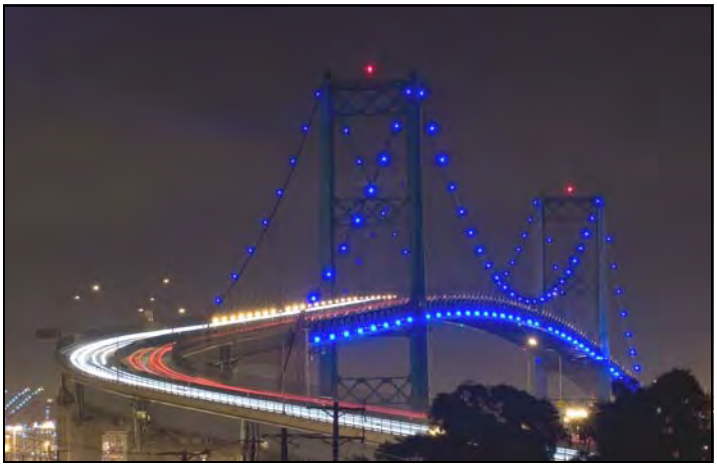
1962 Benicia-Martinez Bridge (right)

Richmond-San Rafael Bridge Seismic Retrofit Project
Project Status: Completed 2005

The Richmond-San Rafael Bridge was retrofitted to a “No Collapse” classification to avoid catastrophic failure during a major seismic event. The foundations, columns, and truss of the bridge were strengthened, and the entire low-rise approach viaduct from Marin County was replaced.

Richmond-San Rafael Bridge

Los Angeles-Vincent Thomas Bridge Seismic Retrofit Project
Project Status: Completed 2000



Los Angeles-Vincent Thomas Bridge

San Diego-Coronado Bridge Seismic Retrofit Project
Project Status: Completed 2002

San Diego-Coronado Bridge

Dumbarton Bridge

Seismic Retrofit of the Dumbarton and Antioch Bridges

SEISMIC RETROFIT OF DUMBARTON AND ANTIOCH BRIDGES

Dumbarton Bridge Seismic Retrofit Project

Project Status: In Design

The Dumbarton Bridge was opened to traffic in 1982, linking the cities of Newark in Alameda County and East Palo Alto in San Mateo County. The 1.6-mile-long bridge carries average daily traffic of nearly 60,000 vehicles over its six lanes and has an eight-foot bicycle/pedestrian lane to the south.

Though located between the San Andreas and Hayward faults, the Dumbarton Bridge was not included in the Toll Bridge Seismic Retrofit Program based on evaluations made in the 1990s that concluded the bridge did not warrant retrofitting. The bridge has since been re-evaluated for seismic vulnerability based on more recent seismic engineering, which has shown the bridge to be susceptible to damage from a major earthquake.

Mock-Up of Dumbarton Pier Columns Undergoing Seismic Testing

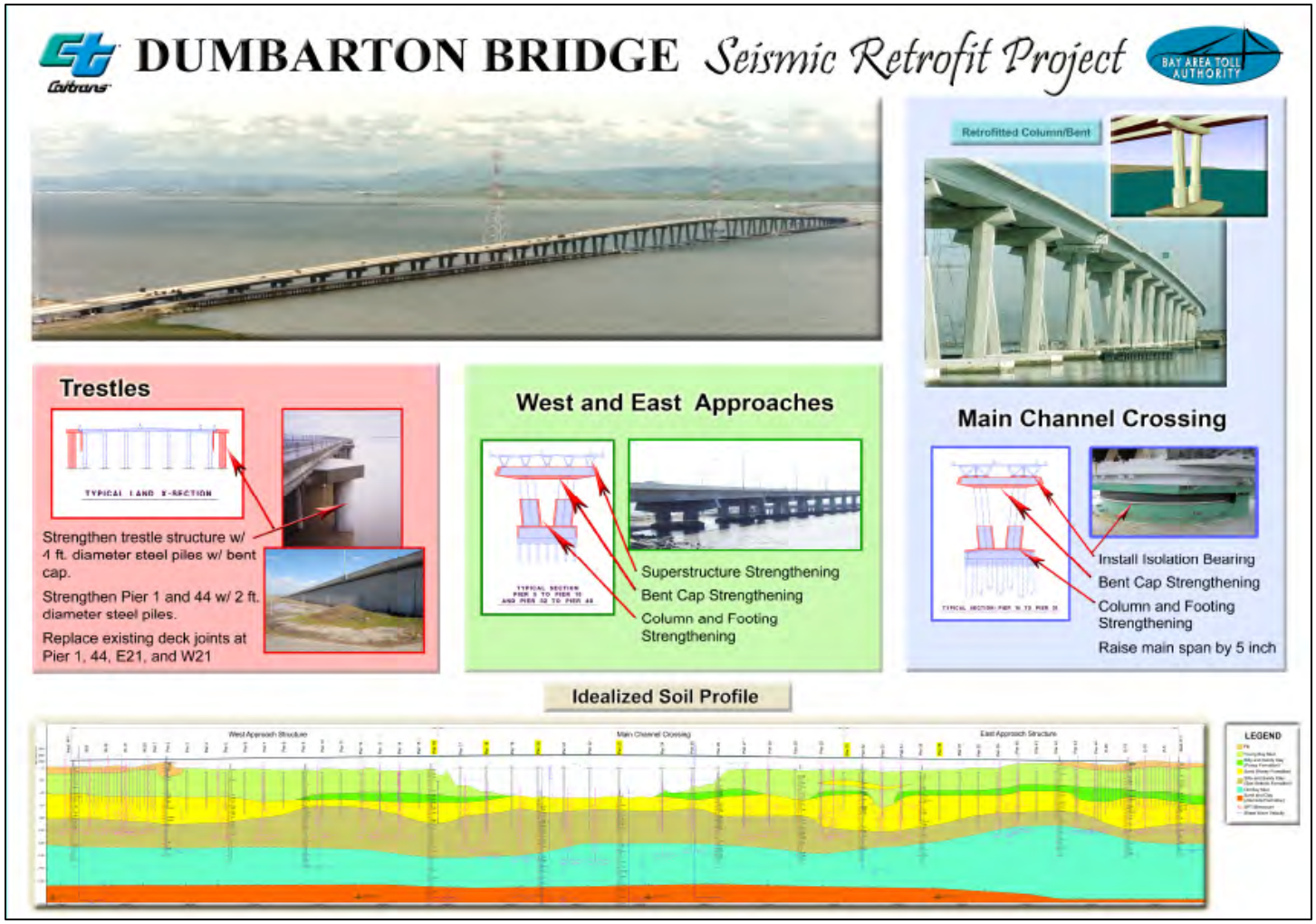
Existing Dumbarton Bridge Looking East toward the Alameda County Foothills

Based on the vulnerability studies and a follow-up sensitivity analysis of seismic risk, Caltrans and BATA decided to take steps towards retrofitting the Dumbarton Bridge, even though full funding for the project has not yet been identified. Using BATA toll bridge rehabilitation funding, a comprehensive seismic analysis of the bridge has commenced. This includes detailed geotechnical and geophysical investigations at the bridge and the development of a seismic retrofit strategy and design plans.

The current retrofit strategy for the Dumbarton Bridge includes superstructure and deck modifications, plus strengthening of the over land approach slab structures. Additional activities are identified in the attached diagram. The results of the seismic analysis and proposed retrofit strategy have been presented to the Toll Bridge Seismic Safety Peer Review Panel.

Status: On October 11, 2009, Governor Schwarzenegger approved Assembly Bill 1175 that added the Dumbarton and Antioch Bridges to the Toll Bridge Seismic Retrofit Program. BATA has now initiated efforts to raise tolls on the seven state-owned toll bridges in the Bay Area to, in part, fund the seismic retrofit of the Dumbarton and Antioch bridges.

BATA has already funded design plans for both bridge projects in anticipation of the projects being advertised in early 2010. The total estimated cost of these retrofits has been recently revised from $950 million to $750 million as project plans have been refined with reduced scope, which has minimized cost risks. In the future, the project progress report will be updated to better reflect the incorporation of these two projects into the Toll Bridge Seismic Retrofit Program.



Seismic Retrofit Strategy Summary for Dumbarton Bridge

SEISMIC RETROFIT OF DUMBARTON AND ANTIOCH BRIDGES

Antioch Bridge Seismic Retrofit Project

Project Status: In Design

Serving the Delta region of the Bay Area, the Antioch Bridge takes State Route 160 traffic over the San Joaquin River, linking eastern Contra Costa County with Sacramento County. The current bridge was opened in 1978 with one lane in each direction and carries an average of more than 10,000 vehicles a day. Approximately 1.8 miles long, the bridge is a steel girder support roadway on reinforced concrete columns and foundations.

Like the Dumbarton Bridge, the Antioch bridge was not included in the Toll Bridge Seismic Retrofit Program based on evaluations made in the 1990s that concluded that the bridge did not warrant retrofitting. The Antioch Bridge has since been re-evaluated for seismic vulnerability based on more recent seismic engineering, which has shown the bridge to be susceptible to damage from a major earthquake.

Based on the vulnerability studies and a follow-up sensitivity analysis of seismic risk, Caltrans and BATA decided to take steps toward retrofitting the Antioch Bridge, even though full funding for the project has not yet been identified. Using BATA toll bridge rehabilitation funding, a comprehensive seismic analysis of the bridge has commenced. This analysis includes detailed geotechnical and geophysical investigation at the bridge and the development of a seismic retrofit strategy and design plans.

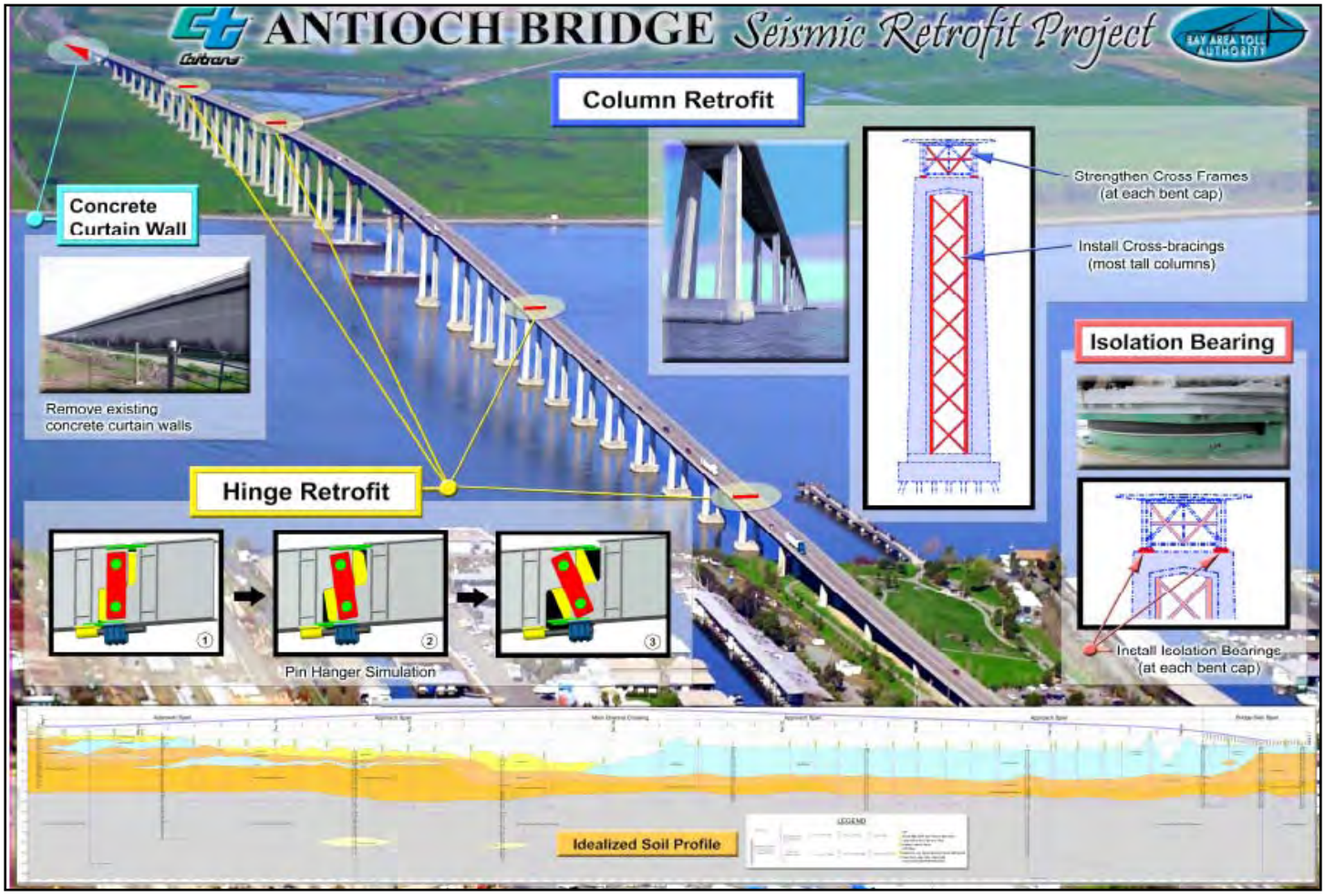
The current retrofit strategy for the Antioch Bridge includes relatively minor modifications to the approach structure on Sherman Island, the addition of isolation bearings, strengthening of the columns, and hinge retrofits. The results of the seismic analysis and proposed retrofit strategy have been presented to the Toll Bridge Seismic Safety Peer Review Panel.

Antioch Bridge

Status: On October 11, 2009, Governor Schwarzenegger approved Assembly Bill 1175 that added the Dumbarton and Antioch Bridges to the Toll Bridge Seismic Retrofit Program. BATA has now initiated efforts to raise tolls on the seven state-owned toll bridges in the Bay Area to, in part, fund the seismic retrofit of the Dumbarton and Antioch bridges.

BATA has already funded design plans for both bridge projects in anticipation of the projects being advertised in early 2010. The total estimated cost of these retrofits has been recently revised from $950 million to $750 million as project plans have been refined with reduced scope, which has minimized cost risks. In the future, the project progress report will be updated to better reflect the incorporation of these two projects into the Toll Bridge Seismic Retrofit Program.

Prototype of Bearing for the Antioch Bridge Seismic Retrofit Project



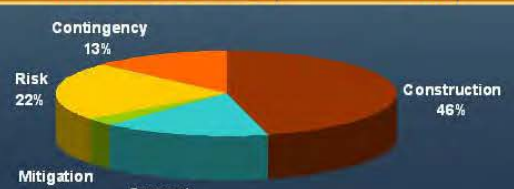
Seismic Retrofit Strategy Summary for Antioch Bridge

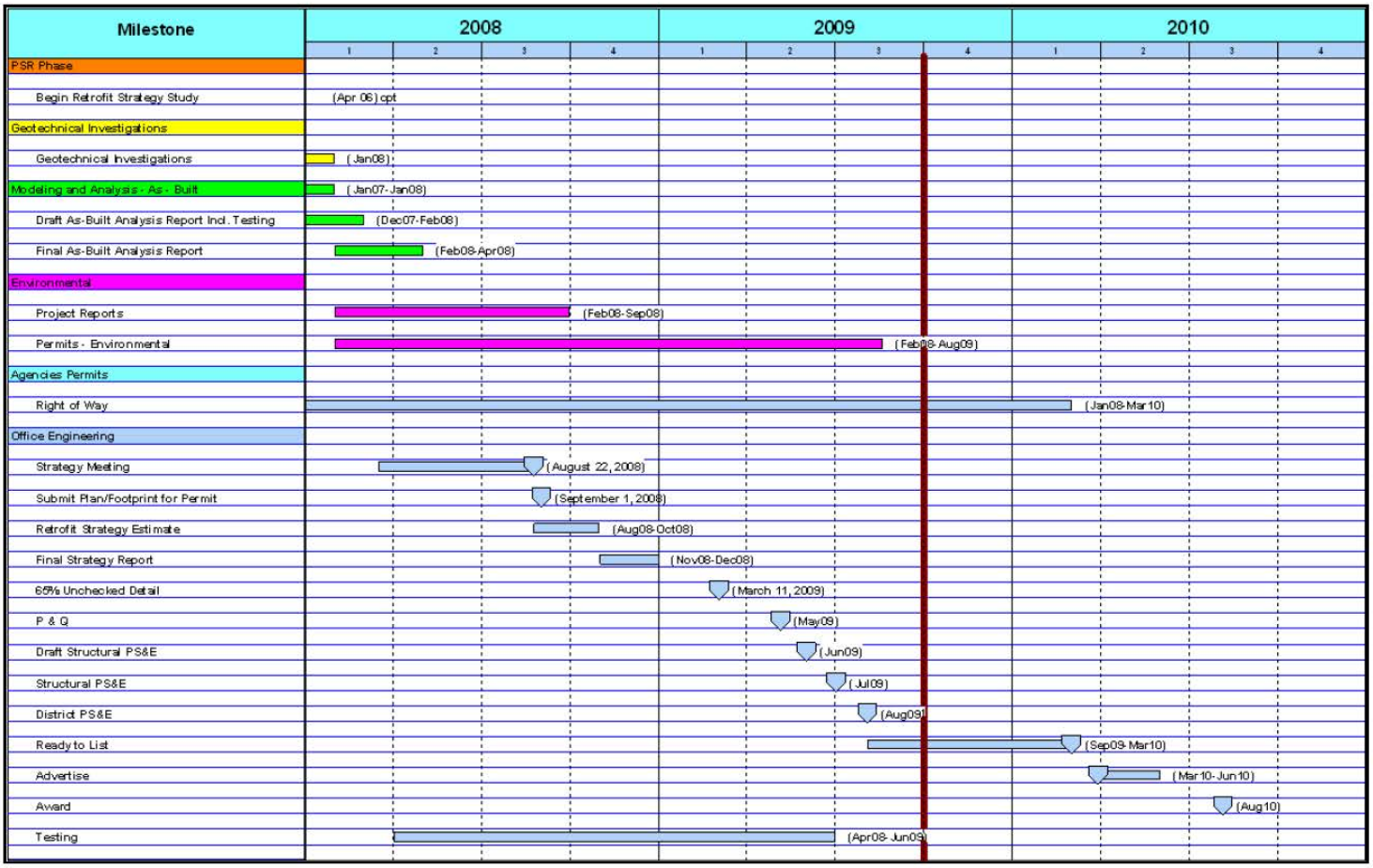
Seismic Retrofits of Dumbarton and Antioch Bridges

Project Cost and Schedule Summaries

Total Project Costs – $750 Million

Description	Antioch ($ Millions)	Dumbarton ($ Millions)
CONSTRUCTION COST ESTIMATE (ESCALATION TO MID YEAR OF CONSTRUCTION)	$98	$195
CONTINGENCIES	45	65
SUBTOTAL CAPITAL COST ESTIMATE	143	260
SUPPORT COST ESTIMATE	39	95
MITIGATION COST ESTIMATE	13	10
RISK COST ESTIMATE	72	118
TOTAL COST ESTIMATE	$267	$483





Dumbarton Bridge

Richmond –San Rafael Bridge

San Mateo Bridge

Benicia-Martinez Bridge

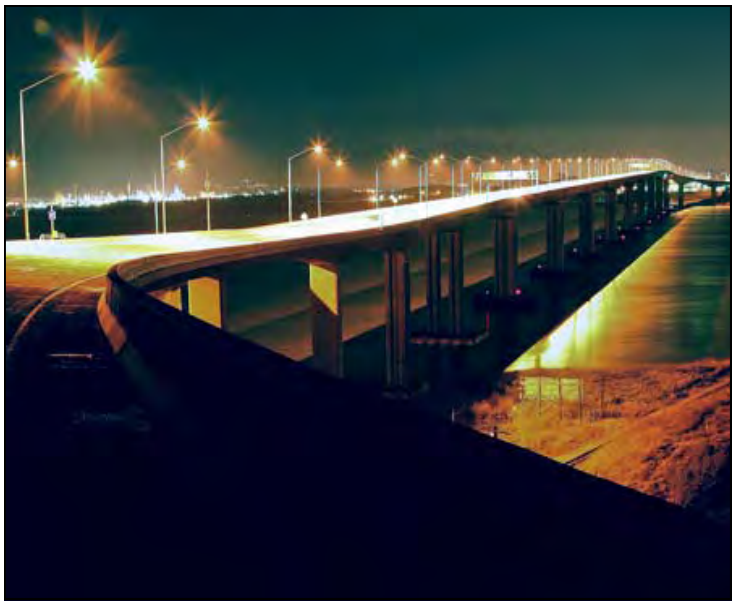
REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

REGIONAL MEASURE 1 PROGRAM

New Benicia-Martinez Bridge Project

Project Status: New Bridge Completed 2007

The new Congressman George Miller Bridge opened to traffic in August 2007, taking its place alongside the existing 1962 Benicia-Martinez Bridge, which is named for Congressman Miller's father, the late George Miller, Jr. The new bridge carries five lanes of northbound Interstate 680 traffic, while the existing bridge is being upgraded to carry four lanes of southbound traffic and a new bicycle/pedestrian pathway.



New Benicia-Martinez Bridge Opened to Traffic in August 2007

Decades into the planning and construction, the new bridge is designed to a "Lifeline" seismic design standard, expected to be available for emergency response vehicles soon after a major seismic event. Constructed of lightweight concrete, the structure is one of the longest post-tensioned reinforced cast-in-place concrete bridges in the world. The new toll plaza, relocated from Benicia to Martinez, features the Bay Area's first FasTrak® express lanes, which vastly increase the throughput of vehicles using electronic toll collection.

1962 Benicia-Martinez Bridge Reconstruction Contract

Contractor: ACC/Top Grade, Joint Venture
Approved Capital Outlay Budget: $59.5 M
Status: Substantially Complete

A two-year project to rehabilitate and reconfigure the original Benicia-Martinez Bridge began shortly after the opening of the new Congressman George Miller Bridge. The existing 1.2-mile roadway surface on the steel deck truss bridge is being modified to carry four lanes of southbound traffic (one more than before)—with shoulders on both sides—plus a bicycle/pedestrian path on the west side of the span that will connect to Park Road in Benicia and to Marina Vista Boulevard in Martinez.

Mococo Road Bridge Jacking

Stage 1 – Reconstruction of East Side of Bridge and Approaches

Completed in August 2008, this stage involved removal of the old toll plaza on the Benicia side of the bridge, deck repairs on the east side of the span, and repair of the roadway undulations on the southern approach just south of the Marina Vista interchange.

Stage 2 – Reconstruction of West Side of Bridge and Approaches and Construction of Bicycle/Pedestrian Pathway

This stage began after southbound traffic was shifted from the west side of the bridge to the newly refurbished east side. It involves repairing the west-side bridge deck, repairing undulations on the west side of the roadway in Martinez, demolishing obsolete I-680/I-780 interchange structures, realigning southbound Interstate 680 for four lanes, and construction of the barrier separating traffic lanes from the bicycle/pedestrian path.

Status: A new southbound I-680 was opened to traffic in early August. The new bicycle/pedestrian path opened on August 29. The contract is now substantially complete.

Benicia-Martinez Bridge Newly Opened Pedestrian/Bicycle Pathway

Benicia-Martinez Bridge Pedestrian/Bicycle Pathway Opened to The Public

REGIONAL MEASURE 1 PROGRAM

Interstate 880/State Route 92 Interchange Reconstruction Project
Project Status: Under Construction

The Interstate 880/State Route 92 Interchange Reconstruction Project is the final project under the Regional Measure 1 Toll Bridge Program. Project completion fulfills a promise made to Bay Area voters in 1988 to deliver a slate of projects that help expand bridge capacity and improve safety on the bridges.

This corridor is consistently one of the Bay Area's most congested during the evening commute. This is due in part to the lane merging and weaving that is required by the existing cloverleaf interchange. The new interchange will feature direct freeway-to-freeway connector ramps that will increase traffic capacity and improve overall safety and traffic operations in the area. With the new direct-connector ramps, drivers coming off the San Mateo-Hayward Bridge can access Interstate 880 without having to compete with traffic headed onto east Route 92 from south Interstate 880 (see progress photos on pages 86 and 87).

Future Interstate 880/State Route 92 Interchange (as simulated) ,Looking West toward San Mateo.

Interstate 880/State Route 92 Interchange Reconstruction Contract

Contractor: Flatiron/Granite
Approved Capital Outlay Budget: $155.0 M
Status: 52% Complete

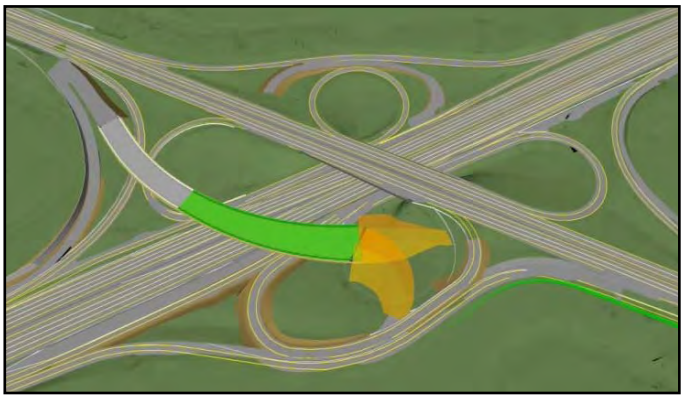
Overview of Progress to Date

Bents 2, 3 and 4 of the I-880/SR92 Interchange New Separation Bridge

Stage 1 – Construct East Route 92 to North Interstate 880 Connector

The new east Route 92 to north Interstate 880 connector (ENCONN) is the most critical flyover structure for relieving congestion in the corridor. The ENCONN will be first used as a detour to allow for future stages of work, while keeping traffic flowing.

Status: ENCONN was completed and opened to detour traffic on May 16, 2009.

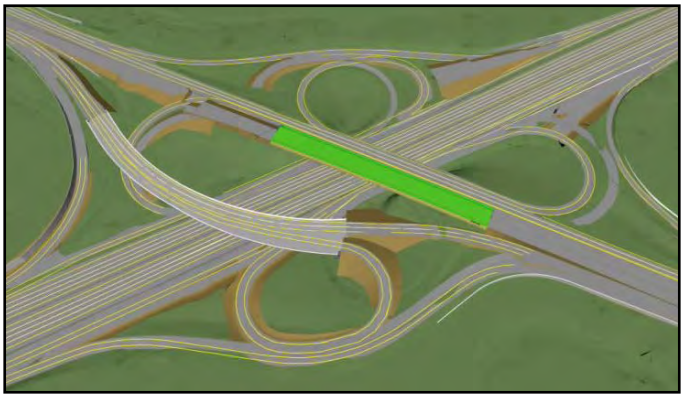


Stage 1 - Construct East Route 92 to North Interstate 880 Direct Connector

Stage 2 – Replace South Side of Route 92 Separation Structure

By detouring eastbound Route 92 traffic onto ENCONN, the existing separation structure that carries SR92 over I-880 can be replaced. The existing structure will be cut lengthwise, and then demolished and replaced separately. In this stage, the south side of the structure will be replaced, while west Route 92 and south-Interstate-880-to-east-Route-92 traffic will stay on the remaining structure.

Status: Work on the south side of the separation structure has begun. Foundations and columns have been installed.

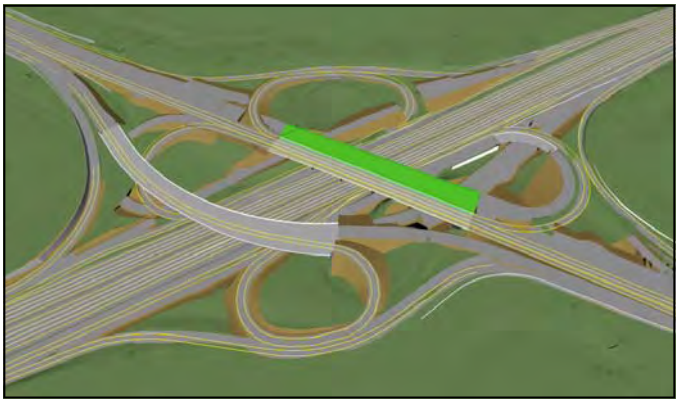


Stage 2 - Demolish and Replace South Side of Route 92 Separation Structure

Stage 3 – Replace North Side of Route 92 Separation Structure

Upon completion of Stage 2, the existing north side of the separation structure will be demolished and replaced. Its traffic will then be shifted onto the newly reconstructed south side.

Status: Pending Stage 2.

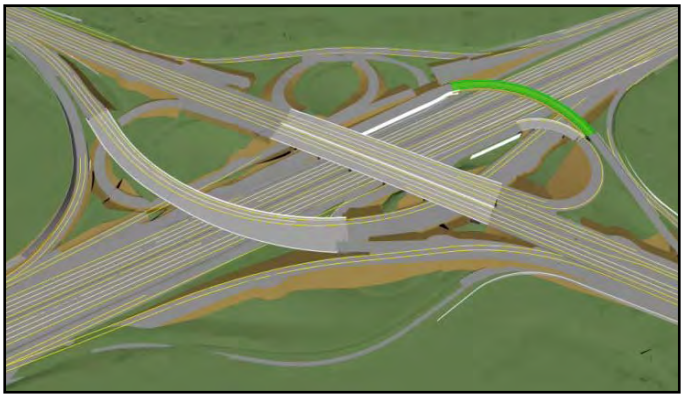


Stage 3 - Demolish and Replace North Side of Route 92 Separation Structure

Stage 4 – Final Realignment and Other Work

Upon completion of the Route 92 separation structure, east Route 92 traffic can be shifted onto its permanent alignment from the new ENCONN and directly under the new separation structure. Along with the ENCONN and Route 92 separation structures, several soundwalls, a pedestrian overcrossing on I-880 at Eldridge Avenue and other ramps and structures will also be reconstructed as part of this project.

Status: Work continues on walls in the northwest (Stage 2), southeast and northeast quadrants, as well as on the Eldridge Ave. pedestrian overcrossing. The new pump station is ongoing and scheduled to be completed in February 2010. The Calaroga Bridge is 50 percent complete.



Stage 4 - Final Realignment and Other Work

REGIONAL MEASURE 1 PROGRAM

Other Completed Projects

San Mateo-Hayward Bridge-Widening Project
Project Status: Completed 2003

Widening of the San Mateo-Hayward Bridge Trestle on Left

This project expanded the low-rise concrete trestle section of the San Mateo-Hayward Bridge to allow for three lanes in each direction to match the existing configuration of the high-rise steel section of the bridge.

Richmond-San Rafael Bridge Rehabilitation Projects
Project Status: Completed 2006

Two major rehabilitation projects for the Richmond-San Rafael Bridge were funded and completed:
(1) replacement of the western concrete approach trestle and ship-collision protection fender system; and
(2) rehabilitation of deck joints and resurfacing of the bridge deck.

In 2005, along with the seismic retrofit of the bridge, the trestle and fender replacement work was completed as part of the same project. Under a separate contract in 2006, the bridge was resurfaced with a polyester concrete overlay along with the repair of numerous deck joints.

New Richmond-San Rafael Bridge West Approach Trestle under Construction

Richmond Parkway Construction Project
Project Status: Completed 2001

The final connections to the Richmond Parkway from Interstate 580 near the Richmond-San Rafael Bridge were completed in May 2001.

New Alfred Zampa Memorial (Carquinez) Bridge Soon after Opening to Traffic, with Crockett Interchange Still under Construction

New Alfred Zampa Memorial (Carquinez) Bridge Project
Project Status: Completed 2003

The new western span of the Carquinez Bridge, which replaced the original 1927 span, is a twin-towered suspension bridge with three mixed-flow lanes, a new carpool lane, shoulders and a bicycle and pedestrian pathway.

Bayfront Expressway (State Route 84) Widening Project
Project Status: Completed 2004

This project expanded and improved the roadway from the Dumbarton Bridge touchdown to the US 101/Marsh Road interchange by adding additional lanes and turn pockets and improving bicycle and pedestrian access in the area.

Aerial View of the Existing Bridge and the Completed Skyway on the Left

APPENDICES

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2009 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2009)	Cost To Date (09/2009)	Cost Forecast (09/2009)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	-	959.3	771.9	1,203.1	243.8
Capital Outlay Construction	4,492.2	269.4	4,761.6	3,067.9	5,041.1	279.5
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	266.1	5,752.7	3,840.5	6,251.9	499.2
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	116.6	117.0	(3.0)
Capital Outlay Construction	309.0	41.7	350.7	328.1	338.1	(12.6)
Total	429.0	41.7	470.7	444.7	455.1	(15.6)
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	227.2	232.9	-
Total	307.9	-	307.9	302.0	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	667.5	689.5	-
Total	914.0	(97.5)	816.5	794.2	816.5	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.1	(7.0)	1,426.1	1,234.6	1,666.9	240.8
Subtotal Capital Outlay	6,286.8	220.6	6,507.4	4,762.5	6,774.3	266.9
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	210.3	7,995.3	6,022.5	8,478.9	483.6
Programatic Risk	-	-	-	-	165.4	165.4
Program Contingency	900.0	(210.3)	689.7	-	40.7	(649.0)
Total Toll Bridge Seismic Retrofit Program	8,685.0	-	8,685.0	6,022.5	8,685.0	-

Note: Details may not sum to totals due to rounding effects.

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2009 ($ Millions)

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of Sep 2009 See Note (1)	Estimated Costs not yet Spent or Encumbered as of Sep 2009	Total Forecast as of Sep 2009
a	b	c	d	e	f = d + e
Other Completed Projects					
Capital Outlay Support	144.9	144.9	144.6	0.3	144.9
Capital Outlay	472.6	472.6	472.6	0.1	472.7
Total	617.5	617.5	617.2	0.4	617.6
Richmond-San Rafael					
Capital Outlay Support	134.0	127.0	126.7	0.3	127.0
Capital Outlay	698.0	689.5	674.2	15.3	689.5
Project Reserves	82.0	-	-	-	-
Total	914.0	816.5	800.9	15.6	816.5
West Span Retrofit					
Capital Outlay Support	75.0	75.0	74.8	0.2	75.0
Capital Outlay	232.9	232.9	232.7	0.2	232.9
Total	307.9	307.9	307.5	0.4	307.9
West Approach					
Capital Outlay Support	120.0	120.0	117.3	(0.3)	117.0
Capital Outlay	309.0	350.7	342.5	(4.4)	338.1
Total	429.0	470.7	459.8	(4.7)	455.1
SFOBB East Span -Skyway					
Capital Outlay Support	197.0	181.0	181.2	(0.1)	181.1
Capital Outlay	1,293.0	1,254.1	1,412.1	(158.0)	1,254.1
Total	1,490.0	1,435.1	1,593.3	(158.1)	1,435.2
SFOBB East Span -SAS- Superstructure					
Capital Outlay Support	214.6	214.6	186.3	226.6	412.9
Capital Outlay	1,753.7	1,753.7	1,649.7	364.4	2,014.1
Total	1,968.3	1,968.3	1,836.0	591.0	2,427.0
SFOBB East Span -SAS- Foundations					
Capital Outlay Support	62.5	41.0	37.6	1.0	38.6
Capital Outlay	339.9	307.3	308.7	(1.4)	307.3
Total	402.4	348.3	346.3	(0.4)	345.9
Small YBI Projects					
Capital Outlay Support	10.6	10.6	10.1	0.5	10.6
Capital Outlay	15.6	15.6	16.6	(0.9)	15.7
Total	26.2	26.2	26.7	(0.4)	26.3
YBI Detour					
Capital Outlay Support	29.5	66.0	75.0	10.5	85.5
Capital Outlay	131.9	492.8	493.0	11.0	504.0
Total	161.4	558.8	568.0	21.5	589.5
YBI - Transition Structures					
Capital Outlay Support	78.7	78.7	16.4	89.1	105.5
Capital Outlay	299.4	276.1	0.1	285.8	285.9
Total	378.1	354.8	16.5	374.9	391.4
Oakland Touchdown					
Capital Outlay Support	74.4	74.4	67.1	28.2	95.3
Capital Outlay	283.8	283.8	218.0	71.0	289.0
Total	358.2	358.2	285.1	99.2	384.3
East Span Other Small Project					
Capital Outlay Support	212.3	213.3	208.3	5.2	213.5
Capital Outlay	170.8	170.8	94.0	52.6	146.6
Total	383.1	384.1	302.3	57.8	360.1
Existing Bridge Demolition					
Capital Outlay Support	79.7	79.7	0.4	59.6	60.0
Capital Outlay	239.2	239.2	-	232.1	232.1
Total	318.9	318.9	0.4	291.7	292.1
Miscellaneous Program Costs	30.0	30.0	25.4	4.6	30.0
Total Capital Outlay Support (2)	1,463.2	1,456.2	1,271.2	425.7	1,696.9
Total Capital Outlay	6,321.8	6,539.1	5,914.2	867.8	6,782.0
Program Total	7,785.0	7,995.3	7,185.4	1,293.5	8,478.9

(1). Funds allocated to project or contract for Capital Outlay and Support needs includes Capital Outlay Support total allocation for FY 06/07.
(2). BSA provided a distribution of program contingency in December 2004 based on Bechtel Infrastructure Corporation input.
This column is subject to revision upon completion of Department's risk assessment update.
(3). Total Capital Outlay Support includes program indirect costs.

Notes: * Budget for Richmond-San Rafael Bridge includes $16.9 million of deck joint rehabilitation work that is considered to be eligible for seismic retrofit program funding.

Note: Details may not sum to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2009 ($ Millions)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2009)	Cost To Date (09/2009)	Cost Forecast (09/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	01202X						
Capital Outlay Support		197.0	(16.0)	181.0	181.1	181.1	0.1
Capital Outlay Construction		1,293.0	(38.9)	1,254.1	1,236.9	1,254.1	-
Total		1,490.0	(54.9)	1,435.1	1,418.0	1,435.2	0.1
East Span - SAS E2/T1 Foundations	0120EX						-
Capital Outlay Support		52.5	(21.5)	31.0	28.4	28.6	(2.4)
Capital Outlay Construction		313.5	(32.6)	280.9	275.0	280.9	-
Total		366.0	(54.1)	311.9	303.4	309.5	(2.4)
East Span - SAS Superstructure	0120FX						
Capital Outlay Support		214.6	-	214.6	180.5	412.9	198.3
Capital Outlay Construction		1,753.7	-	1,753.7	821.5	2,014.1	260.4
Total		1,968.3	-	1,968.3	1,002.0	2,427.0	458.7
SAS W2 Foundations	0120CX						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI South/South Detour	0120RX						
Capital Outlay Support		29.4	36.6	66.0	72.5	85.5	19.5
Capital Outlay Construction		132.0	360.8	492.8	384.2	504.0	11.2
Total		161.4	397.4	558.8	456.7	589.5	30.7
YBI Transition Structures (see notes below)	0120PX						
Capital Outlay Support		78.7	-	78.7	26.9	105.5	26.8
Capital Outlay Construction		299.3	(23.2)	276.1	-	285.9	9.8
Total		378.0	(23.2)	354.8	26.9	391.4	36.6
* YBI- Transition Structures Contract No. 1							
Capital Outlay Support					7.2	65.1	
Capital Outlay Construction					-	223.2	
Total					7.2	288.3	
* YBI- Transition Structures Contract No. 2							
Capital Outlay Support					3.2	23.4	
Capital Outlay Construction					-	59.4	
Total					3.2	82.8	
* YBI- Transition Structures Contract No. 3 Landscape							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
Total					-	4.3	
below)	01204X						
Capital Outlay Support		74.4	-	74.4	65.0	95.3	20.9
Capital Outlay Construction		283.8	-	283.8	193.2	289.0	5.2
Total		358.2	-	358.2	258.2	384.3	26.1
* OTD Submarine Cable	0120K4						
Capital Outlay Support					0.9	0.9	
Capital Outlay Construction					7.9	9.6	
Total					8.8	10.5	
* OTD No. 1 (Westbound)	0120L4						
Capital Outlay Support					39.1	50.4	
Capital Outlay Construction					185.3	211.0	
Total					224.4	261.4	
* OTD No. 2 (Eastbound)	0120M4						
Capital Outlay Support					4.3	20.5	
Capital Outlay Construction					-	64.0	
Total					4.3	84.5	
* OTD Electrical Systems	0120N4						
Capital Outlay Support					0.8	1.5	
Capital Outlay Construction					-	4.4	
Total					0.8	5.9	
Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay							

Note: Details may not sum to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2009 ($ Millions) (continued)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2009)	Cost To Date (09/2009)	Cost Forecast (09/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Existing Bridge Demolition	01209X						
Capital Outlay Support		79.7	-	79.7	0.4	60.0	(19.7)
Capital Outlay Construction		239.2	-	239.2	-	232.1	(7.1)
Total		318.9	-	318.9	0.4	292.1	(26.8)
YBI/SAS Archeology	01207X						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	0120QX						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	0120GX						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	01205X						-
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	01208X						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	0120JX						
Capital Outlay Support		6.0	2.0	8.0	8.1	8.2	0.2
Capital Outlay Construction		15.0	3.3	18.3	16.7	18.3	-
Total		21.0	5.3	26.3	24.8	26.5	0.2
Right-of-Way and Environmental Mitigation	0120X9						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	51.2	72.4	-
Total		72.4	-	72.4	51.2	72.4	-
Sunk Cost - Existing East Span Retrofit	04343X & 04300X						
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
Total		162.6	(1.0)	161.6	145.8	161.6	-
Subtotal Capital Outlay Support		959.3	-	959.3	771.9	1,203.1	243.8

Note: Details may not sum to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2009)	Cost To Date (10/2009)	Cost Forecast (10/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	**00603_**						
Capital Outlay Support							
BATA Funding		84.9	6.9	91.8	91.8	91.8	-
Non-BATA Funding		-	0.1	0.1	0.1	0.1	-
Subtotal		84.9	7.0	91.9	91.9	91.9	-
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	753.8	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	763.9	766.6	-
Total		756.9	101.6	858.5	855.8	858.5	-
I-680/I-780 Interchange Reconstruction	**00606_**						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	30.1	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	36.4	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	77.1	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	98.8	103.2	-
Total		102.6	37.3	139.9	135.2	139.9	-
I-680/Marina Vista Interchange Reconstruction	**00605_**						
Capital Outlay Support		18.3	1.8	20.1	20.1	20.1	-
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
Total		69.8	6.7	76.5	76.2	76.5	-
New Toll Plaza and Administration Building	**00604_**						
Capital Outlay Support		11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	25.1	26.3	-
Total		36.2	5.8	42.0	40.8	42.0	-
Existing Bridge & Interchange Modifications	**0060A_**						
Capital Outlay Support							
BATA Funding		4.3	13.5	17.8	17.5	17.8	-
Non-BATA Funding		-	0.9	0.9	0.8	0.9	-
Subtotal		4.3	14.4	18.7	18.3	18.7	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	35.5	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	35.5	59.5	-
Total		21.5	56.7	78.2	53.8	78.2	-
Other Contracts	**See note below**						
Capital Outlay Support		11.4	(2.3)	9.1	8.6	9.1	-
Capital Outlay Construction		20.3	3.3	23.6	17.3	23.6	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-
Total		52.1	0.9	53.0	42.9	53.0	-
Subtotal BATA Capital Outlay Support		155.7	28.9	184.6	183.8	184.6	-
Subtotal BATA Capital Outlay Construction		829.9	164.5	994.4	964.9	994.4	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	6.2	7.6	7.2	7.6	-
Subtotal Non-BATA Capital Outlay Construction		31.7	9.5	41.2	31.8	41.2	-
Project Reserves		20.8	3.6	24.4	-	24.4	-
Total New Benicia-Martinez Bridge Project		1,059.9	212.6	1,272.5	1,204.7	1,272.5	-

Notes: **Includes EA's 00601_,00603_,00605_,00606_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) (Continued)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2009)	Cost To Date (10/2009)	Cost Forecast (10/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	**01301_**						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	2.7	256.0	255.9	256.0	-
Total		313.8	2.4	316.2	316.1	316.2	-
Crockett Interchange Reconstruction	**01305_**						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	(1.9)	72.0	71.9	72.0	-
Total		105.9	(2.0)	103.9	103.8	103.9	-
Existing 1927 Bridge Demolition	**01309_**						
Capital Outlay Support		16.1	(0.5)	15.6	15.6	15.6	-
Capital Outlay Construction		35.2	-	35.2	34.8	35.2	-
Total		51.3	(0.5)	50.8	50.4	50.8	-
Other Contracts	**See note below**						
Capital Outlay Support		15.8	1.2	17.0	16.3	17.0	-
Capital Outlay Construction		18.8	(1.2)	17.6	16.2	17.6	-
Capital Outlay Right-of-Way		10.5	(0.1)	10.4	9.9	10.4	-
Total		45.1	(0.1)	45.0	42.4	45.0	-
Subtotal BATA Capital Outlay Support		124.4	0.3	124.7	124.0	124.7	-
Subtotal BATA Capital Outlay Construction		381.2	(0.4)	380.8	378.8	380.8	-
Subtotal Capital Outlay Right-of-Way		10.5	(0.1)	10.4	9.9	10.4	-
Project Reserves		12.1	(9.8)	2.3	-	2.3	-
Total Carquinez Bridge Replacement Project		528.2	(10.0)	518.2	512.7	518.2	-

Notes: **Other Contracts includes EA's 01301_,01302_, 01303_, 01304_,01305_, 01306_, 01307_, 01308_, 01309_,0130A_, 0130C_, 0130D_ , 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) (Continued)

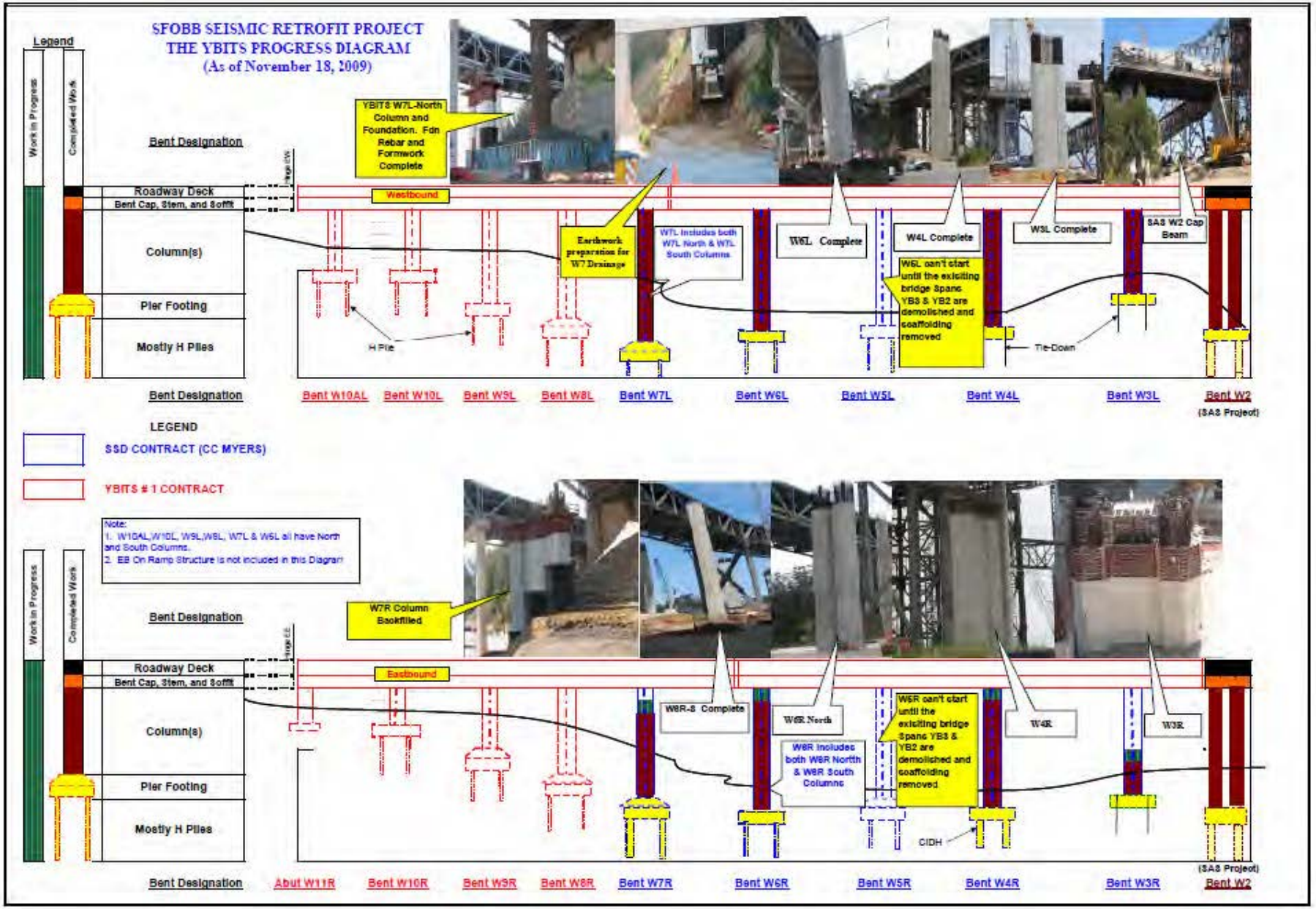
Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2009)	Cost To Date (10/2009)	Cost Forecast (10/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation			See note [1] below				
Capital Outlay Support							
BATA Funding		2.2	(0.8)	1.4	1.4	1.4	-
Non-BATA Funding		8.6	1.8	10.4	10.4	10.4	-
Subtotal		10.8	1.0	11.8	11.8	11.8	-
Capital Outlay Construction							
BATA Funding		40.2	(6.8)	33.4	33.3	33.4	-
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	(6.8)	84.5	84.4	84.5	-
Project Reserves		-	0.8	0.8	-	0.8	-
Total		102.1	(5.0)	97.1	96.2	97.1	-
Rehabilitation	04152_						
Capital Outlay Support							
BATA Funding		4.0	(0.7)	3.3	3.3	3.3	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.7)	3.3	3.3	3.3	-
Capital Outlay Construction		16.9	(0.6)	16.3	16.3	16.3	-
Project Reserves		0.1	0.3	0.4	-	0.4	-
Total		25.0	(5.0)	20.0	19.6	20.0	-
Richmond Parkway Project (RM 1 Share Only)	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
Total		5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening	See note [2] below						
Capital Outlay Support		34.6	(0.5)	34.1	34.1	34.1	-
Capital Outlay Construction		180.2	(6.1)	174.1	174.1	174.1	-
Capital Outlay Right-of-Way		1.5	(0.9)	0.6	0.5	0.6	-
Project Reserves		1.5	(0.5)	1.0	-	1.0	-
Total		217.8	(8.0)	209.8	208.7	209.8	-
I-880/SR-92 Interchange Reconstruction	EA's 23317_, 01601_, and 01602_						
Capital Outlay Support		28.8	34.6	63.4	50.2	63.4	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	80.8	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	80.8	155.0	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.8	16.9	-
Project Reserves		0.3	9.4	9.7	-	9.7	-
Total		133.8	111.2	245.0	142.8	245.0	-
Bayfront Expressway Widening	EA's 00487_, 01511_, and 01512_						
Capital Outlay Support		8.6	(0.2)	8.4	8.3	8.4	-
Capital Outlay Construction		26.5	(1.5)	25.0	24.9	25.0	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	(0.3)	0.5	-	0.5	-
Total		36.1	(2.0)	34.1	33.4	34.1	-
US 101/University Avenue Interchange Modification	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	61.6	419.9	405.1	419.9	-
Subtotal BATA Capital Outlay Construction		1,569.8	209.3	1,779.1	1,681.1	1,779.1	-
Subtotal Capital Outlay Right-of-Way		42.5	5.9	48.4	39.4	48.4	-
Subtotal Non-BATA Capital Outlay Support		14.0	4.0	18.0	17.6	18.0	-
Subtotal Non-BATA Capital Outlay Construction		92.4	9.5	101.9	82.9	101.9	-
Project Reserves		35.6	3.5	39.1	-	39.1	-
Total RM1 Program		2,112.6	293.8	2,406.4	2,226.1	2,406.4	-

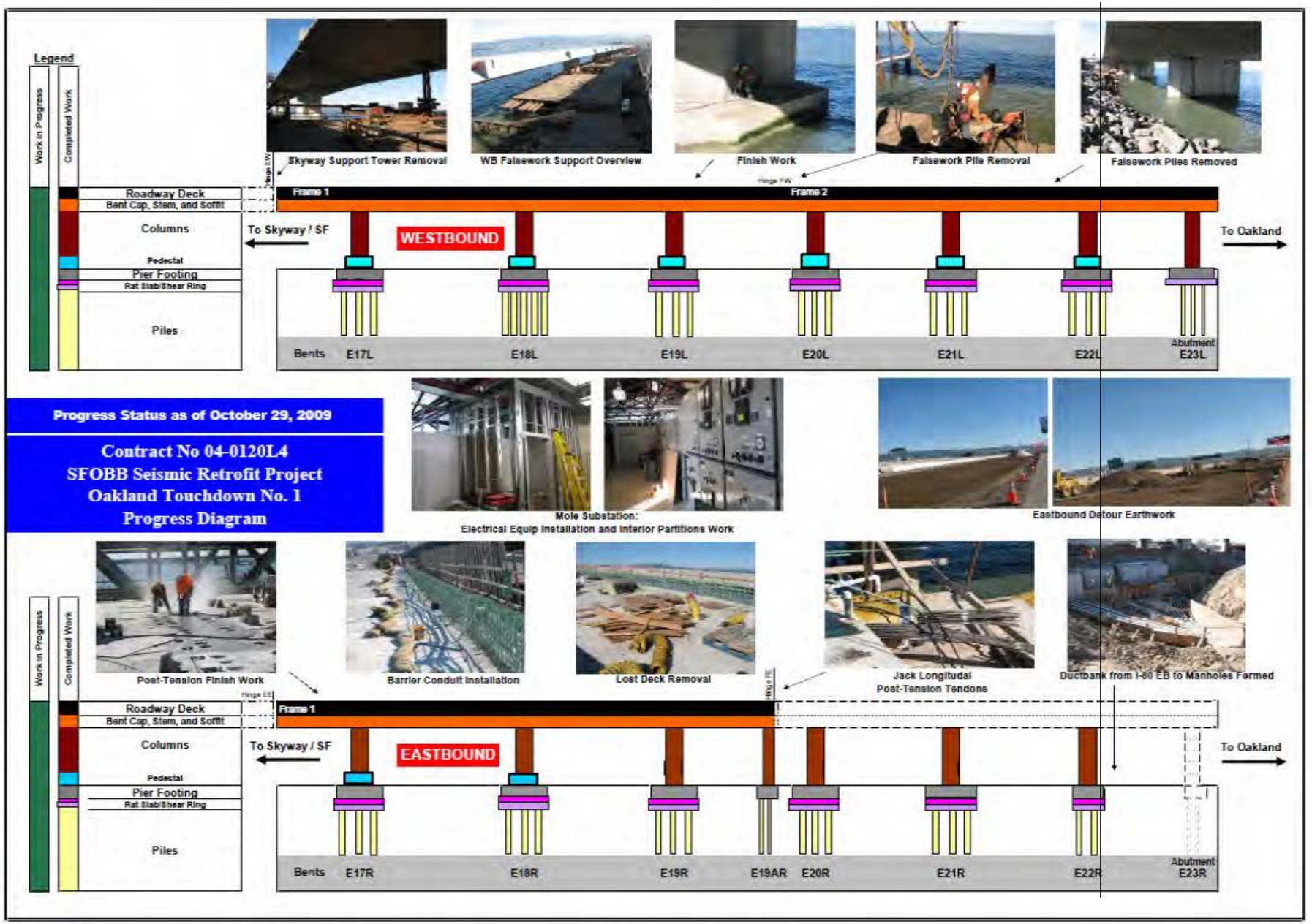
Notes:

1 Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

2 San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Note: Details may not sum to totals due to rounding effects.


SFOBB SEISMIC RETROFIT PROJECT
THE YBITS PROGRESS DIAGRAM
(As of November 18, 2009)
Legend
Work in Progress
Completed Work
YBITS W7L-North Column and Foundation. Fdn Rebar and Formwork Complete
Bent Designation
Roadway Deck
Bent Cap, Stem, and Soffit
Column(s)
Pier Footing
Mostly H Piles
Westbound
Earthwork preparation for W7 Drainage
W7L Includes both W7L North & W7L South Columns
W6L Complete
W4L Complete
W3L Complete
SAS W2 Cap Beam
W6L can't start until the existing bridge Spans YB3 & YB2 are demolished and scaffolding removed
H Pile
Tie-Down
Bent W10AL
Bent W10L
Bent W9L
Bent W8L
Bent W7L
Bent W6L
Bent W5L
Bent W4L
Bent W3L
Bent W2
(SAS Project)
LEGEND
SSD CONTRACT (CC MYERS)
YBITS # 1 CONTRACT
Note:
1. W10AL,W10L, W9L,W8L, W7L & W6L all have North and South Columns.
2. EB On Ramp Structure is not included in this Diagram
W7R Column Backfilled
Eastbound
W8R-S Complete
W8R North
W8R includes both W8R North & W8R South Columns
W6R can't start until the existing bridge Spans YB3 & YB2 are demolished and scaffolding removed
W4R
W3R
CIDH
Abut W11R
Bent W10R
Bent W9R
Bent W8R
Bent W7R
Bent W6R
Bent W5R
Bent W4R
Bent W3R
Bent W2
(SAS Project)


Legend
Work in Progress
Completed Work
Roadway Deck
Bent Cap, Stem, and Soffit
Columns
Pedestal
Pier Footing
Rat Slab/Shear Ring
Piles
Skyway Support Tower Removal
WB Falsework Support Overview
Finish Work
Falsework Pile Removal
Falsework Piles Removed
Frame 1
Frame 2
To Skyway / SF
WESTBOUND
To Oakland
Bents E17L E18L E19L E20L E21L E22L Abutment E23L
Progress Status as of October 29, 2009
Contract No 04-0120L4
SFOBB Seismic Retrofit Project
Oakland Touchdown No. 1
Progress Diagram
Mole Substation:
Electrical Equip Installation and Interior Partitions Work
Eastbound Detour Earthwork
Post-Tension Finish Work
Barrier Conduit Installation
Lost Deck Removal
Jack Longitudal
Post-Tension Tendons
Ductbank from I-80 EB to Manholes Formed
Work in Progress
Completed Work
Roadway Deck
Bent Cap, Stem, and Soffit
Columns
Pedestal
Pier Footing
Rat Slab/Shear Ring
Piles
Frame 1
To Skyway / SF
EASTBOUND
To Oakland
Bents E17R E18R E19R E19AR E20R E21R E22R Abutment E23R

Appendix F: Project Progress Photographs

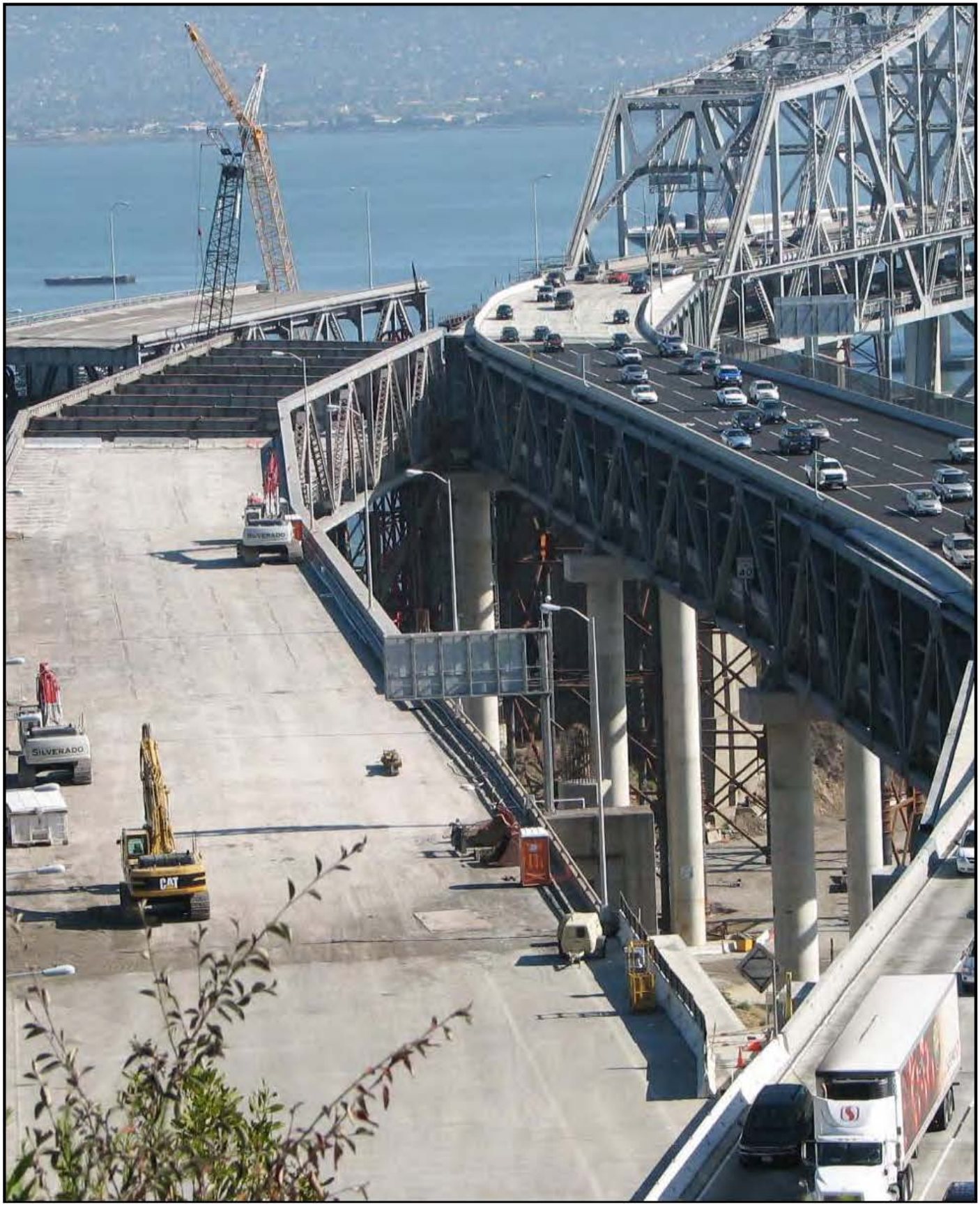
Aerial View of the West Span of the San Francisco-Oakland Bay Bridge

Appendix F: Project Progress Photographs

Yerba Buena Island Detour

YBID Skid Bent A1 and B1 Moved Out and being Disassembled

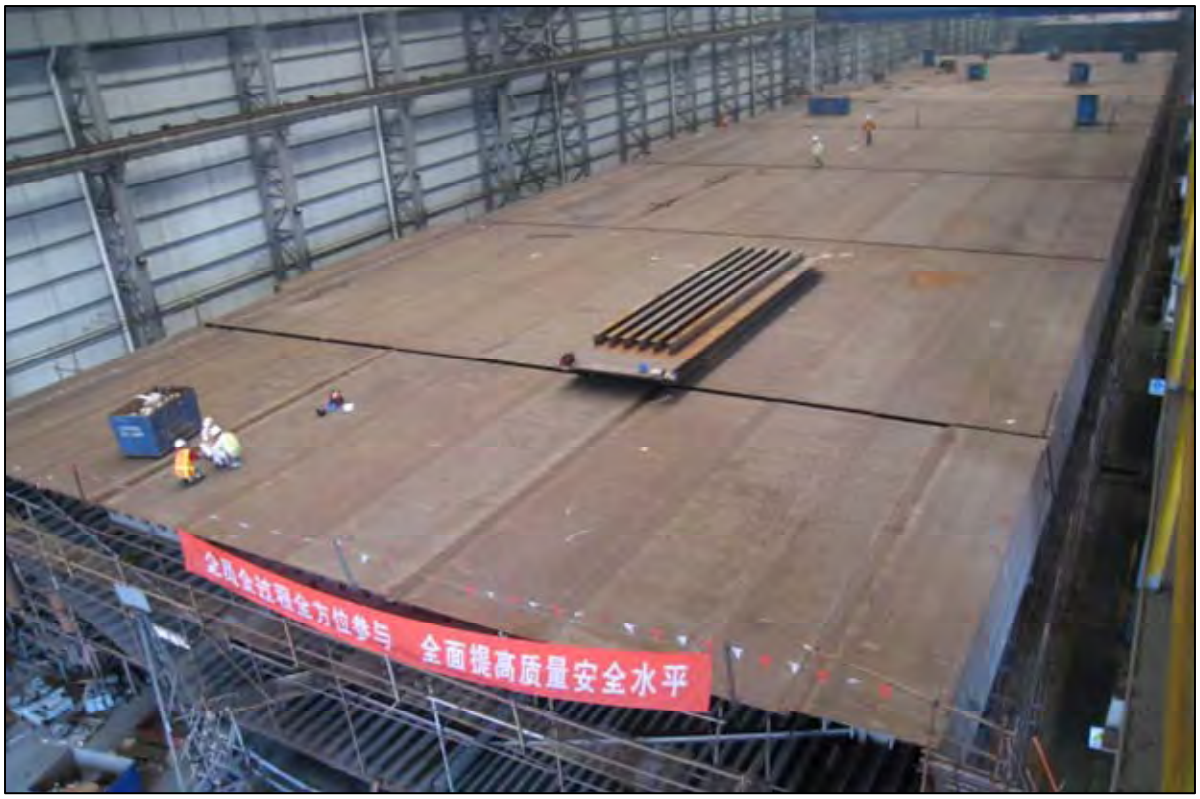
Existing Viaduct Bridge Spans YB3 and YB2 Demolition in Progress



Existing Viaduct Bridge Spans YB3 & YB2 to the Left and the Detour Structure

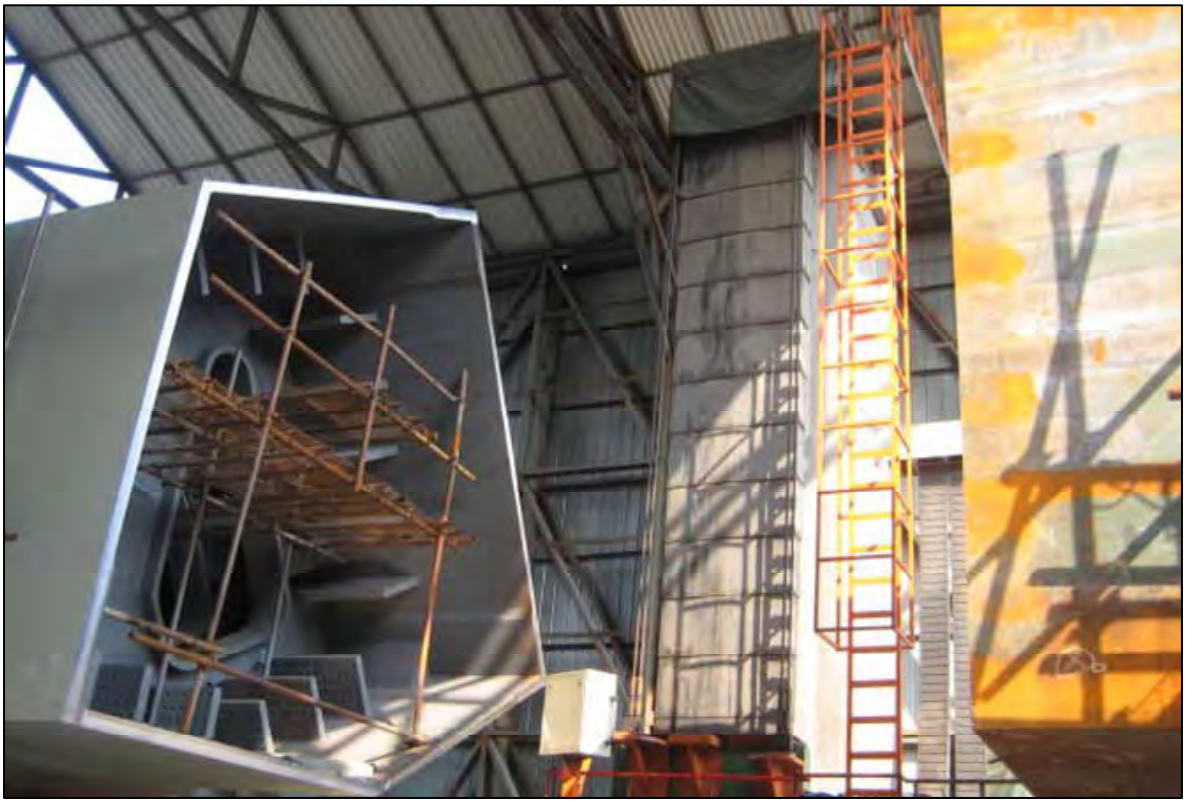
Appendix F: Project Progress Photographs

Self-Anchored Suspension Bridge Fabrication



SAS OBG Lift 9 and 10 East-Line Assembly

SAS Segment Assembly in the Assembly Yard



SAS Tower Shaft Lift 1 North-Perimeter Milling in Milling Yard

SAS Trial Assembling of T-1 Erection Tower in the Open Yard

Appendix F: Project Progress Photographs

Self-Anchored Suspension Bridge Field Work

SAS - Pier 7 - Temporary Support Structures "W" D to E (Gap for Tower Erection)

SAS - Temporary Support Structures "E' Line H (E2) toward Skyway

SAS - Temporary Support Structures- "E' Line H (E2) toward Skyway Close-Up

SAS - View from Temporary Support Structures East of H (E2) underneath Skyway

Appendix F: Project Progress Photographs

Oakland Touchdown

Oakland Touchdown Scaffolding Support Piles Removed

Oakland Touchdown Eastbound Road

Oakland Touchdown Mole Substation Electrical Equipment

Oakland Touchdown Westbound Overview

Appendix F: Project Progress Photographs

92/880 Interchange

92/880 Widening at Mount Eden Overhead Crossing

92/880 Pump Station Construction in Progress

92/880 Site Preparation of New Route 92 and Interstate 880 Separator

Appendix G: Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

% COMPLETE: % Complete is based on an evaluation of progress on the project, expenditures to date, and schedule.

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The information in this report is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production is $1,574,873.73.

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott MacDonald

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Detour Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the Yerba Buena Island Detour contract will be provided at the December 3rd meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Brian Maroney, Toll Bridge Deputy Program Manager, Caltrans

RE: Agenda No. - 5a2
San Francisco-Oakland Bay Bridge Updates
Item- Yerba Buena Island Detour
S-Curve Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the S-curve will be provided at the December 3rd meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Transition Structures No. 1 Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the Yerba Buena Island Transition Structures No. 1 contract will be provided at the December 3rd meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5c1

Item- San Francisco-Oakland Bay Bridge Updates
Oakland Touchdown No. 1 Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the Oakland Touchdown No. 1 contract will be provided at the December 3rd meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 25, 2009

FR: Brian Maroney, Toll Bridge Deputy Program Manager, Caltrans

RE: Agenda No. - 6

Item- Eyebar Repair Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the eyebar repair will be provided at the December 3rd meeting.

Attachment(s):
N/A

ITEM 7: OTHER BUSINESS

No Attachments